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THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

February 9th—15th, 1984
Volume 19, Number 6

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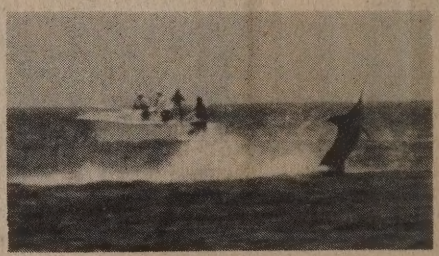

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—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

Volume 19, Number 6 February 9th, 1984

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ABOUT THE COVER:

Scenes such as the one being played out on this week's cover may still be a long way off, but you can get a taste of things to come by attending *The Fisherman's Canyon and Offshore Trolling Seminar* scheduled for Thursday, February 23rd at the Holiday Inn in Hauppauge. For more details, see facing page. Pete Barrett Photo.

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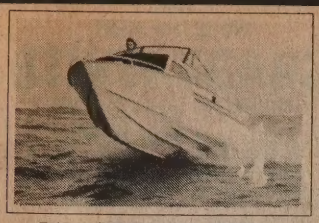

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EDITORIAL

BEACH VEHICLES ON F.I.N.S.

The following are comments presented to F.I.N.S. Superintendent, Jack Hauptman, by The Fisherman. They refer to a United States Department of Interior document entitled "Limitation of Permits on Off-Road Vehicles."

INTRODUCTION

It is regrettable that Fire Island communities are experiencing the same anti-social problems that we in inland communities have been living with for a long, long time. However, Fire Island residents should know that theft, rape, vandalism, etc., are anti-social examples of human aggression and authoritarian contempt that are not new to most U.S. towns, cities, and villages. Inland communities do not have either the legal or moral right to restrict access to their communities by closing public roads or limiting their use. Likewise, it seems to us, Fire Island residents also are not within their rights to attempt to limit normal access to the south shore beaches which are, in effect, the roads to and from those communities and recreational areas.

The key word is "normal." How can we define "normal" in this case? We feel that the Federal document has already defined the word "normal." That is, "...for the purpose of conserving and preserving for the use of future generations certain relatively unspoiled and undeveloped beaches, dunes, and other natural features..." Further, section 5 states that the Secretary shall permit hunting, fishing, and shellfishing.

DISCUSSION

Three alternatives are presented in the Department of Interior document circulated in December of 1983. Of the three, alternative C is the least desirable since it would limit to 30 the number of ORVs on the beach at one time. The beach here is about six miles long and thus, a 30-vehicle limit would equate to five vehicles per mile. A vehicle density of 5/mile is unreasonably and unrealistically low.

In discussing the alternatives, we wish to state clearly the position of The Long Island Fisherman on the use of beaches for legitimate recreational purposes. The Long Island Fisherman believes very strongly that maximum access to beaches for legitimate recreational use should be provided—whether the lands are under Federal or State jurisdiction. The Long Island Fisherman has also long been a strong supporter of habitat protection—both adjacent to, and under the sea. There are some who are quick to suggest that these two positions are not compatible. However, we believe those who believe the statements incompatible are ignorant of the difference between legitimate and illegitimate recreational use of these habitats. It is the habit of some individuals and groups to lump together all drivers of ORVs as reckless people, insensitive to dune habitats, bird nesting areas, and the serenity of the unspoiled beaches; to do so, is an injustice.

Fortunately, the beach abusers are in the minority; yet it doesn't take much abuse to spoil a delicate habitat. In the overwhelming number of cases legitimate recreational users of the beaches driving ORVs are not responsible for habitat damage or vandalism. In fact, throughout my twenty years of experience fishing on the beach, I have found surf fishermen to be among the most innocuous of individuals because they are so consumed with the activity of pursuing and catching fish from the beach.

A surf fisherman with only a few years' tenure has paid a good many "dues" and the experience has taught him/her a lot of respect for the beach habitat, the animals and plants that live there, and the cost of his/her ORV which could easily cost $10,000-$20,000.

The surf fisherman's future access via 4WD to the beach depends upon his/her proper conduct and every club, organization, and publication hammers home again and again to the new ORV owner and legitimate recreational user, the messages about proper driving habits and correct respect for beach zone habitats. If protecting continued beach access is not enough of an argument in favor of learning to use your ORV and beach privileges properly, the thought soon occurs to the 4WD fisherman that bouncing over the dunes, slashing through surf at the water's edge and racing up and down the

beach reduces the life of this expensive vehicle, encourages body hurt, and increases the likelihood of a mechanical failure. Gentlemen, I am not suggesting that legitimate surf fishermen ORV operators are angels. Rather, their proper conduct on the beach results from selfish motives that evolve from love of the sport and concern for their pocketbooks.

Perhaps the Department of the Interior can benefit from the experience we have had with the Fishing Advisory Board (FAB) and the Long Island State Parks and Recreation Commission (LISPRC). The FAB was established to work with the LISPRC to maintain access for legitimate use of state beaches while helping the state to minimize problems caused by other users in association with normal and legitimate use.

The State of New York expressed concerns about growing vandalism, improper ORV use, disorderly conduct, shrinking staff size, and a concern for accelerating erosion. The FAB expressed concerns about beach access, law enforcement, and a desire to help the LISPRC solve its problems. Via a cooperative effort and willingness to try new ideas, the FAB and LISPRC has succeeded in increasing beach access, reducing vandalism, reducing disorderly conduct and virtually quieted those who are perpetual critics of ORVs as habitat detrimental. With only a handful of exceptions, ORVs stay on the beach and off the dunes because, with only a handful of exceptions, only legitimate users receive permits and are allowed on the beaches. An imaginative idea to install checkpoints at the entrances to the parks has been so successful that the cost of checkpoints is covered several times over by reduced vandalism and theft. Permit-holders must demonstrate their intention to use the beach properly through compliance with specific regulations and conditions. Abusers lose their permits and are not eligible for permits in the year following the permit suspension.

The above remarks are not intended to instruct the Department of the Interior, rather they are offered as examples of how legitimate ORV and facility users can work successfully with government to maintain legitimate access to public lands. If a handful of people are to blame for anti-social problems, correction cannot reasonably be attempted by denying access to the law-abiding owners of the public lands. Law-breakers must be handled through sufficient and timely enforcement. Thus, it is not appropriate to deny or limit access to public lands to law-abiding citizens because a few people are engaged in crime or habitat abuse. The responsibility to maintain a safe climate and protect habitats rests squarely on the shoulders of enforcement.

We have made this point repeatedly with the LISPRC and there is growing awareness that our position is viable.

Restricting normal and proper beach vehicle use will not reduce natural erosion. Natural erosion is a function of storm severity and frequency as well as sea level. We agree that "...human induced erosion must be reduced as much as possible." This goal is best accomplished through strict enforcement of reasonable regulations. We also feel it is appropriate to close the beaches or beach sections during unusual climatic events to protect both the integrity of the dune habitat and the safety of recreational users. This practice is consistent with the design and use intentions of the legislation that established the Fire Island National Seashore and common sense.

No scientific study that has been reported to the public has found evidence that normal use of the beach by ORVs damages the habitat in any way. Therefore, there exists no reasonable and logical basis of either denying or limiting legitimate use. In addition, since only 10 percent of the permits were issued for reasons other than community support, it would seem ludicrous to restrict legitimate recreational users in any effort to reduce crime and minimize habitat damage.

The Long Island Fisherman offers its help to the Department of the Interior to establish a civilian advisory board to explore and review the use of F.I.N.S. by recreational fishermen, should the Department desire to do so, in an effort to promote greater mutual understanding and maintain access for legitimate uses.

William A. Muller

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The Viking Fleet's special wreck trips went so well last year, that more trips have been added to the '84 schedule. For a free complete schedule of '84 trips, send your request to: Viking Wreck Trips, Box 730, Montauk, New York 11954.

A TRIBUTE TO THE COAST GUARD AUXILIARY

At this date on the fishing calendar, most of us who own pleasure boats have them blocked up at our home or marina where winter storage is offered. There are a few hardy souls still venturing out to sea, but by far, the majority are waiting for the snow to clear, with the picture of spring just around the bend.

During the just-past boating season of our days on the Great South Bay or on the waters of the Long Island Sound, our trips were made just a little more comfortable as we always had in the back of our minds the assurance that help was available if we ran into trouble. It was the knowledge that if we broke down or needed a hand, a group of dedicated men and women were ready to be of assistance.

I am referring, of course, to the members of the Coast Guard Auxiliary. It takes a very special breed of seafarers to take on the task of looking after pleasure boaters, fishermen and sportsters alike. If we run out of gas, grind down our batteries, get lost, run aground or break down, their help is only a radio call away. The Auxiliary is on hand to aid, tow or whatever is necessary to get us back to port, regardless of the weather conditions or the time of day.

And, they do it without pay! The only compensation coming their way for their long hours on duty is a gas allowance for the fuel actually used while on an ordered patrol. Auxiliary members own their own boats, motors and equipment and pay for their own maintenance and dockage out of their pockets. Even the cost of their uniforms is shouldered by these dedicated folks. Therefore, it is quite evident that a sense of responsibility for the safety of the boating public is the only motive for their being on duty while you and I are enjoying ourselves fishing, skiing and boating.

On the Great South Bay, the area from Unqua Point in Amityville to Howells Point in Bellport, much of the weekend and holiday work in search, rescue and assist is done by the Coast Guard Auxiliary of Division 1 on Long Island. This division is comprised of seven flotillas who share the workload by providing four Auxiliary patrols boats from 10AM until 8PM (and later if necessary) every Saturday and Sunday from the week before Memorial Day to the week after Labor Day. And if there is a weekday holiday, they're out there also. If you ever have cruised, fished or skied on the Great South Bay, you cannot help but notice the fleet of Auxiliarists cruising alertly around the fishing fleet and in and out of Fire Island and mainland marinas. All the Auxiliary boats monitor Channel 16 VHF while on patrol, and their assistance may be obtained by a call to the Fire Island Coast Guard. Many of the members have CB as well, and may be called on Channel 9 if the need arises. In addition to the weekend on-the-water patrols, many auxiliarists also serve as watchstanders at the communication center at the Coast Guard Station. The friendly voice who answers your call may be that of an Auxiliarist.

In addition to their working on the water during the boating season, many members give of their time during the season as well as off-season. They instruct boating courses for both adults and teenagers in schools and at marinas, covering subjects from legal requirements to navigation rules to piloting to many others. They provide service organi-

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zations as well as all types of clubs with speakers—all free of charge. And lest we forget the courtesy motorboat examination, certified auxiliarists conduct CMEs to let you know if your boat is equipped according to regulations and if it is, they award you a decal for your windshield, letting your friends and others know that you have taken the time to care. And while they are teaching, watchstanding, patroling, examining and speaking, they are improving their skills and increasing their knowledge with advanced training in all aspects of boating. Surely these dedicated individuals deserve a round of applause for their services. When you see them in the shopping malls or in the classroom or on the water, give them a friendly wave and a cheerful hello. Just to say—Thanks!

NEW BLUEFISH RECORD VERIFIED BY IGFA

The International Game Fish Association recently announced that the 20 lb. 2 oz. bluefish taken by Andrew Kmetz of Bellmore on Sept. 19, 1983, is now the official 16 lb. line class world record. The huge blue was taken from the Point Lookout surf on a J-8 Tin.

L.I. CHAPTER OF TROUT UNLIMITED ANNOUNCES ANNUAL FUND RAISER

Trout Unlimited is celebrating its 25th Anniversary this and the Long Island Chapter is holding its annual fund raiser on Thursday evening, April 5th, at 7PM, at Salibury on the Green, East Meadow, Long Island.

The Chapter is one of the nation's largest with over 800 members.

The evening will begin with a sumptous two-hour cocktail hour with a wonderful array of food and an open bar with nominally priced drinks.

During the cocktail party there will be an inviting display of raffle merchandise such as a beautiful presentation 12 gauge Ithaca shotgun with a case.

Then the auctioneer will rap the gavel on a unique collection of sporting art craft, fishing trips, and sporting and non-sporting merchandise.

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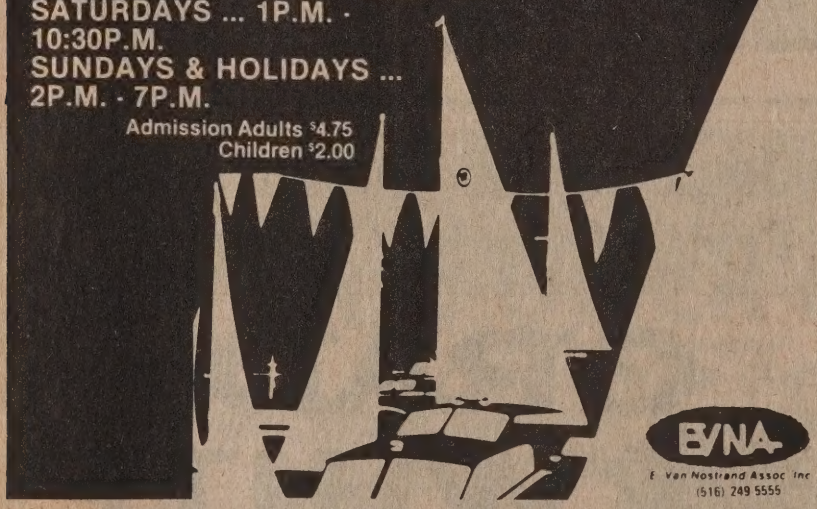
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Besides the beautiful prints and paintings, there are wonderfully crafted flies by Poul Jorgensen, master fly tyer. Craftsman Charlie Gardner has a carved lifelike full size brook trout. The bidding was quite spirited for his work last year.

The list goes on and one. You've got to be there if you're a sportsman. The merchandise is for both fresh and salt water, so everyone will be pleased. (All checks are tax-deductible.)

The evening will also include presentation of a special award to Assemblyman Patrick Halpin for his conservation efforts and support of the 24 inch striped bass law.

For more information and tickets contact Mr. Maurice Mahler, Chairman, 1984, evenings (516) 623-1349; (516) 623-7292. Or, Neal O'Connor, Treasurer at (516) 261-1717.

FREE SAIL AND POWER BOAT COURSE IN SEAFORD

Jones Beach Power Squadron, a non-profit boating organization, will offer a free sail and power boating course. This course is open to the public. Registration will take place at 7:30 PM on Monday, February 27th at the Seaford Junion High School Cafeteria, Washington Avenue, Seaford, New York.

You do not have to own a boat to take this 12-week course. Subjects taught are boat handling, seamanship and common emergency procedures, aids to navigation, rules of the road, compass and chart use, running lights and equipment, and trailering. Again, registration for this course will take place at 7:30 PM on Monday, February 27th, at the Seaford Junior High School Cafeteria, Washington Avenue, Seaford, New York.

BABYLON TUNA CLUB SCHEDULES FISHING SCHOOL

The Babylon Tuna Club's (BTC) fishing school will be held at the American Legion Hall, 22 Grove Street in Babylon. Registration, according to Chairman, Ralph Perone will begin at 7:15 PM, Wednesday, February 15, and the first session will follow at approximately 8PM. There will be a total of seven sessions which will include both offshore and inshore fishing. Each session will be conducted by an expert in his specialty and many techniques learned from years of experience will be shared with attendees. Free coffee and cakes will be served each night. Cost of the classes will be $15 and anyone who wishes to join the BTC will have that cost deducted from their initiation dues. Children 14-years-old and younger are welcomed and their cost will be half price.

Classes are scheduled as follows:
Feb. 15: flounder & fluke
Feb. 22: weakfish & blackfish
Feb. 29: Bluefish

March 7: No class.
March 14: shark
March 28: wreckfishing & offshore trolling
April 4: Offshore—tuna & marlin

All classes begin at 8PM. For additional information, call Ralph Perone at (516) 669-9837.

OAKDALE SPORTSMENS CLUB NEW OFFICERS FOR '84

Newly elected officers of the Oakdale Sportsmens Club for 1984 include:

President—Alan Fogg; Vice President—Wayne Hutnick; Treasurer—Henry Schnobel; Secretary—Paul Tuck; and Corres. Secretary—Bernard Zollo.

BOATING COURSE TO BE GIVEN BY CITY ISL. POWER SQUADRON

A 12-lesson course in Boating Skills and Seamanship will be given at Columbus High School, Bronxwood Avenue and Astor Place in the Bronx, starting on February 9, 1984 at 7:30 PM, Thursday evenings. There is a $15 fee to cover the cost of the USPS Student Booklet. This course is for power and sailboaters.

The course will be taught by experienced instructors from our local area. Some of the topics will be boat handling under normal and adverse conditions; rules of the road; seamanship and common emergencies, aids to navigation, compass and chart familiarization.

For further information call Joe Burck, 885-1667 or Harry McKay, 212-TA 9-5451.

BOATING SKILLS COURSE AT BABYLON HIGH SCHOOL

Flotilla 1-1 of the U.S. Coast Guard Auxiliary will be giving their Public Education Boating Skills and Seamanship course. This is a 13-week course which will involve the student in lessons covering boat handling, radio communication, engines, legal requirements and more.

The course will be offered on Tuesdays, beginning February 28, from 7:30 to 9:30 PM at Babylon High School, 50 Railroad Avenue, Babylon, New York. Registration will take place the first evening of class. A nominal fee will be charged for materials.

For further information call, Annette Wanderer, (516) 587-6094 after 7PM.

BOATING SKILLS & SEAMANSHIP IN BROOKLYN

A course in Boating Safety and Seamanship will begin on Wednesday evening, March 7th at 7:30 p.m. at Floyd Bennett Field in the Tower Building #1, Brooklyn, New York. The course will run for 13 weeks. Registration is limited to the first 50 students.

The course will be given by U.S.C.G. Auxiliary Flotilla 11-2. Subjects to be covered will include rules of the road, safety, marine engines, aids to navigation, use of charts and piloting.

Experienced Coast Guard Auxiliary instructors will present this course using Coast Guard approved text and related instructional materials. The lessons are designed for beginning and intermediate levels and family participation is encouraged.

The course is offered free, with a $30 fee for text and materials. Upon successful completion, registrants will receive a certificate from the U.S. Coast Guard Auxiliary.

For information and registration, please contact Mitchel Pitkoff, Vice Flotilla Commander, (212) 968-1751, evenings after 6:30 PM.

HUDSON ANGLERS ANNOUNCE 12TH ANNUAL SHARK TOURNEY

The Hudson Anglers are pleased to announce that on Saturday, June 16, they will sponsor their 12th Annual Shark Tournament at Freeport, L.I.

As before, substantial cash prizes will be offered to the top catches and valuable place prizes of Merchandise, Boat & Fishing equipment and other miscellaneous will be awarded to runner-ups. Last year we had over 20 such place prizes.

Our 1983 Tournament welcomed 136 boats. In 1984 we look forward to hosting 150 or more. Ample, free berthing accommodations at the Guy Lombardo Marina will be provided.

Rain date will be Sunday, June 17th. After March 15th, more information can be obtained by calling the Hudson Point Fishing Station, 623-9808.

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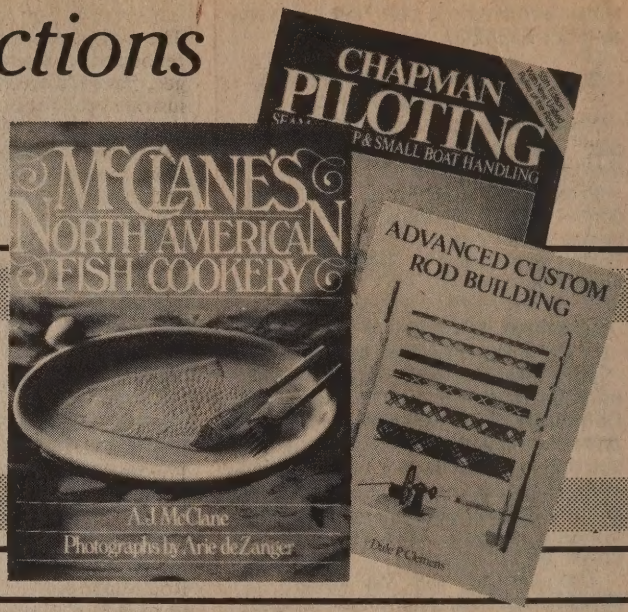

These two pages of fine angling books have been carefully selected by the editorial staff of The Fisherman and are being made available to our readers at specially discounted prices. These discounts apply only to the fourteen books on these two pages.

HOOK, LINE, AND SINKER

by Gary Soucie

An essential handbook for the beginner and expert alike, covering every aspect of terminal tackle. The author shares his expertise in this often overlooked but critical phase of our sport with detailed explanations on the proper use of hooks, sinkers, snaps, swivels, floats, lines, leaders, lures and knots. Also included are chapters dealing with the latest advances in technology and fish behavior. Hook, Line and Sinker is the ultimate guide to selecting, buying, using and maintaining terminal tackle. Holt, Rinehart and Winston, 418 pages. $22.50

McCLANE'S GUIDE TO SALT WATER FISHES OF NORTH AMERICA

by A.J. McClane

The only guide you will ever need for all salt water species found within North America. It is complete, up-to-date and informative, and covers the anatomy and methods of indentification of all our marine fish. Suitabl for use in the field with its durable Kivar-3 laminated cover, the book contains over 300 detailed color portraits as well as a glossary of terms and diagrams. Holt, Rinehart and Winston, 283 pages (soft cover) $9.95

McCLANE'S NEW STANDARD FISHING ENCYCLOPEDIA

by A.J. McClane

If there is any one book that can answer to the title of being the most comprehensive and authoritative ever written on the subject of salt and fresh water angling, then this is it! Frequently described as the ultimate one-volume fishing reference library, this truly international angling guide is crammed with an incredible amount of data. And in true McClane fashion, it is presented in such a way as to provide hour upon hour of just plain old enjoyable reading. A must for any serious angler's library. Holt, Rinehart and Winston, 1156 pages. $50.00

PRACTICAL FISHING KNOTS

by Lefty Kreh & Mark Sosin

This is by far the most thorough guide to knots, lines and splices for fresh and salt water angling, including fly fishing, spinning, baitcasting, wire line trolling and big game. This most vital subject is dealt with to such a degree of completeness that no an library should be without this book. All of the necessary knots are demonstrated in detail with step-by-step photos and instruction. Crown, 160 pages. (soft cover) $5.95

STRIPED BASS FISHING

by Frank Woolner and Henry Lyman

Both Frank Woolner and Henry Lyman are recognized as two of the foremost authorities on the striper, one of our most challenging and sought after gamefish. Striped Bass Fishing is a completely revised and updated edition of their original work, The Complete Book of Striped Bass Fishing. This new work is being hailed as the bible of the sport as it details every aspect of the striper game. Whether you seek this great fish from beach, boat or jetty, Striped Bass Fishing is an indispensable book. New Century, 192 pages. $15.95

CUSTOM ROD THREAD ART

by Dale P. Clemens

This heavily illustrated book goes beyond the functional aspects of rod construction which the author covered so thoroughly in his first two books. It covers in detail the beautiful and intricate art form of rod thread art. Included are over 100 patterns with all of the necessary techniques fully explained. It is the piece de resistance for anyone who builds their own custom rods. Rodcrafters Press, 221 pages. $21.95

PILOTING, SEAMANSHIP & SMALL BOAT HANDLING

by Charles F. Chapman

An indispensable boating reference recommended by U.S. Power Squadrons and the U.S. Coast Guard auxiliary for use in their boating classes. This latest (55th) edition of the "boatman's bible" contains updated chapters on the new Rules Of The Road, boating laws and regulations, electronics and advanced piloting techniques. It has long been established as the most authoritative and comprehensive work in the boating field and is the standard text for anyone studying towards their Motorboat Operators License. Hearst Books, 640 pages. $23.95

PROFILES IN SALTWATER ANGLING

by George Reiger

This handsomely bound book is sure to become a classic in the angling world. From Lerner and Hemingway to Woolner and Reinfelder, author George Reiger has done a masterful job of tracing the history of the sport through the men who have been most responsible for its development. His brilliant gift for story telling makes this book a treasured addition to any serious anglers library. A limited number of copies signed by the author are available. Prentice Hall Publishers, 470 pages. $14.95

BAITS, RIGS AND TACKLE

by Vic Dunaway

From ultra-light to big game, the author covers every aspect of tackle, rigging, lines, leaders, hooks, knots, baits, lures and accessories with a meticulous attention to detail which only years of experience can provide. This valuable handbook contains as much information for the expert as it does for the novice. Wickstrom, 224 pages. $5.95

HOW TO CATCH CRABS BY THE BUSHEL

by Jim Capossela

Here is the first sport crabbing manual of its kind. This unique 64 page booklet tells all—how, when and where to catch blue claws along the Atlantic Coast, plus a great 16 page anthology of crab meat recipes. More than 40 illustrations in all. Northeast Sportsman's Press, 64 pages (soft cover) $3.95

McCLANE'S NORTH AMERICAN FISH COOKERY

by A.J. McClane

The author, with the help of world renowned photographer Arie deZanger, has produced a sumptuously illustrated cookbook containing 109 of the finest recipes ever compiled. They have culled the most delicious dishes from some of the world's best chefs and North America's greatest restaurants and simplified them so that even an amateur cook in a household kitchen can produce spectacular results. Holt, Rinehart and Winston, 242 pages. $22.95

ADVANCED CUSTOM ROD BUILDING

by Dale P. Clemens

For those who have progressed to a point in angling where they require a rod which reflects their own special desires and needs, this book is a must. It picks up where Fiberglass Rod Making left off, covering the use of modern day blanks constructed of "S" glass and graphite as well as ancient bamboo. Included is a finely detailed series of sophisticated wraps which even the novice rod builders among us will feel comfortable tackling. New Century, 354 pages. $19.95

FIBERGLASS ROD MAKING

by Dale P. Clemens

The author took all of the guesswork out of rod building with the publication of this well organized and heavily illustrated text. It contains all you need to know about the selection and quality of components along with how to plan and assemble your own custom rod. Hundreds of step-by-step photographs help explain every conceivable aspect of building fiberglass rods, from the smallest ultra-light to the heaviest big-game outfit. New Century, 189 pages. $15.95

THE CAPTAIN'S COOKBOOK

by Capt. Walter Kaprielian

This unique, cheerfully illustrated book is a compilation of the favorite recipes of boat captains and mates from ports all over the United States. The author, Captain Walter Kaprielian, provides simple, easy to follow instructions accompanied by step by step illustrations for an endless stream of mouth-watering recipes. Always a favorite at gift giving time, The Captain's Cookbook is sure to please the heart and stomach of both friends and loved ones. Bluebeard Associates, 212 pages. $12.95

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REEL SEAT ALTERNATIVES

by John Fritz

Surfmen face several options when it comes time to mount that favorite reel.

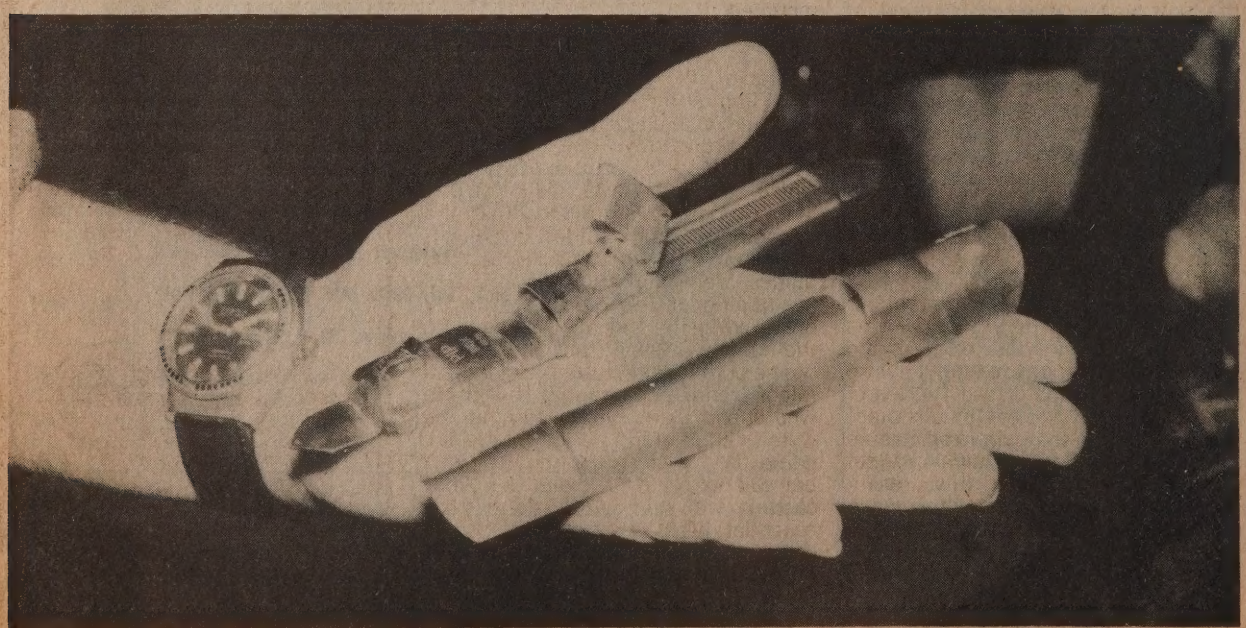
It has been stated that a good mechanic can be told by the quality and condition of his tools. Inferior grade equipment or tools that are not maintained at their peak of operating efficiency waste precious time, cost money, often result in inferior work and could cause injury to the user. In transposing this idea to our sport of surf fishing, the indispensable items of equipment are the rod and reel; all other articles can be eliminated or improvised. I am not leading to the implication that an angler's rod and reel must be of the finest quality available, but only that it should be a quality product designed for the task at hand.

After the rod and reel is acquired, maintenance, in direct proportion to the use or abuse the equipment is subject to, will ensure that it will function as intended. Many lines have been written about the care and maintenance of fishing tackle. In addition, numerous articles and advertisements have attempted to influence the indecisive buyer into purchasing a specific rod or reel. Instead of repeating admonitions needed to prod some anglers into caring for their tackle or trying to urge a novice surf caster into obtaining a matching rod and reel, I will focus these words on a specific item, which many of us tend to overlook: the reel seat, or the advantages of not using one.

A great many anglers, when buying a new rod, will be swayed by the advertisements and prices of the larger manufacturers who provide economy priced, mass-produced rods. Those practicing the sport of surf casting for any length of time begin to acquire distinct preferences in the makeup of their equipment. These options can only be fulfilled when the article is custom made, a service provided by numerous small tackle stores which cater to fishermen.

The better quality mass produced rods usually feature full chrome plated reel seats, probably the most trouble-free and simple method used to mount a fishing reel to a rod. Unless totally neglected after repeated hard use, it will provide a secure base for the reel while providing the angler the opportunity to change reels at will should the need arise. Offsetting these obvious attributes are a few minor disadvantages of which weight is probably the most undesirable. True, it is only a matter of ounces, and if bottom fishing is one's sole approach to surf casting, then this slight additional weight is of little consequence for the rod is only used irregularly to cast the bait seaward. For a plug caster, slinging a 2½ ounce lure with an 11 foot stick continuously for hours on end, this seemingly insignificant burden begins to take its toll.

This weight can be alleviated somewhat by choosing an aluminum seat or one of the newer alloy seats such as the graphite-filled nylon seat offered by Fuji. It should be pointed out that the frequent severe strain put on one's gear when fishing the open surf can result in the failure of an inferior product at the most inopportune time. I had an aluminum seat malfunction after making the long trek from the parking lot to Democrat Point. The rod was not dropped or otherwise severely damaged; I can only assume that it was a matter of metal fatigue for the sliding lock on the seat simply broke free. True, a roll of tape would have saved the day, but none was available.



Two types of compromises. Some casters prefer these options to tape or conventional type reel seats.

A feature which can be an advantage or disadvantage, depending on one's outlook, is that these reel seats are permanently secured to the rod, sandwiched between hand grips of cork or the new synthetic materials which are replacing Mother Nature's gifts with increasing regularity these days. For some, the permanency of these reels seats is of questionable value. If the seat becomes damaged or otherwise unserviceable it is a major task to replace with a new one, for the foregrip and all the guides must be removed in the process. Occasionally the adhesive locking the seat in place becomes unglued, allowing the seat to turn off center or even spin in place.

In the late fall when those northerly winds bring to our shores a taste of the frozen north, the feel of metal and the spray of water quickly numb hands exposed to their touch. One can always back further from the water's edge, but in order to cast you must clasp the reel seat. The icy touch of a metal reel seat can be softened by wrapping it with vinyl tape—a practice which approaches the intended object of this article: the elimination of the reel seat.

If any of the previous lines have persuaded you to seek an alternative to the full bodied reel seat, then the following ideas will give you some food for thought. Before outlining the benefits of using a wrap of tape to secure the reel to the rod, let me point out that there is a middle ground, the half reel seat. Although their usage is not widespread, these metal seats span the gap between the fixed seat and the elimination of a seat completely. One type of half-seat is simply a half-round sleeve of non-corrosive metal with a slot fashioned towards one end to receive the leading edge of the reel's base. Another has a movable locking device which secures the foot of the reel to the seat. Either type is fastened in place with repeated wraps of tape in a manner similar to that used when taping the reel directly to the rod.

The least complicated and maintenance free method to secure a spinning reel to a rod is with numerous wraps of plastic tape. The black vinyl tape, commonly referred to as electrician's tape, is most favored by surf fishermen. When the wrapping is being undertaken, sufficient pressure should be exerted which stretches the tape ensuring a tight wrap. Poor quality tape often breaks under this strain compelling the angler into using less force or creating a wrap which is comprised of short strips of tape rather than one continuous bind.

Just as a better quality rod has an underwrap before the guides are set on the blank, so should this precaution be taken to provide a cushion between the hard metal of the reel and the relatively soft surface of the blank. Normally the base of the rod, to which a reel is to be taped, is wrapped with cork tape from the butt end to a point beyond the place where the reel is to be set, providing an area in front of the reel as a foregrip. Although some anglers will mount the reel directly on the cork, an underwrap of vinyl tape will prevent the decorative cork tape from being damaged each time the reel is removed from the rod. Unfortunately, the vinyl tape has a smooth surface which I have found allows the reel to slip off-center. This problem can be solved by making a single wrap of rough friction tape before mounting the reel.

Taping a reel to the rod imparts the smallest diameter grip, a feature which increases in importance if hours of constant plugging is a routine part of your approach to surf casting.

Many surf casters cannot afford the luxury of having a special rod and reel combination for each type of fishing. In most instances, they will mix and match rods and reels to best fit the occasion. This practice is made more difficult if it is necessary to tape on the reel with each change, but one which can be lessened somewhat by using extra spools filled with varying pound test line.

With the start of the normal surf fishing season several weeks in the future, now is the time to investigate obtaining a custom made rod. Prolonged delay will result in your being caught up in the rush of the awakening season as tackle dealers busily cater to last minute orders. Several advertisers in the magazine indicate they provide this service. Stop in at a shop convenient to you and convey your needs to the proprietor. His knowledge of the capabilities of each particular blank will ensure that the rod you choose is best suited for your needs. He will also make certain that the dimensions, spacing and quality of the guides are positioned according to where you indicate the reel to be mounted.

In most instances these stores will have a variety of finished rods available for your scrutiny while providing all the components needed for a person to undertake an enjoyable winter project, building your own fishing rod. It is really a simple task which requires little skill beyond learning how to begin and finish the wrapping of the guides. The all-important size and spacing of the guides, determined by the size and positioning of the reel, is willingly provided in the shops which cater to the home workshop rod builder.

The elimination of the reel seat is a minor refinement sought by those who spend many hours working the water's edge in the pursuit of elusive game fish. Just as the removal of a bail will not put more distance in your cast, it will only eliminate a non-essential item of equipment which could malfunction, granting the user more hours of trouble-free fishing. After all, enough things can go wrong during a night's fishing without asking for more problems.

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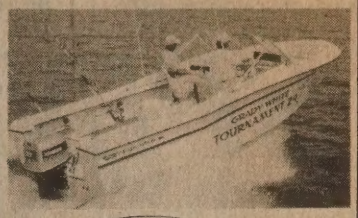

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ON THE MARKET IN 1984:

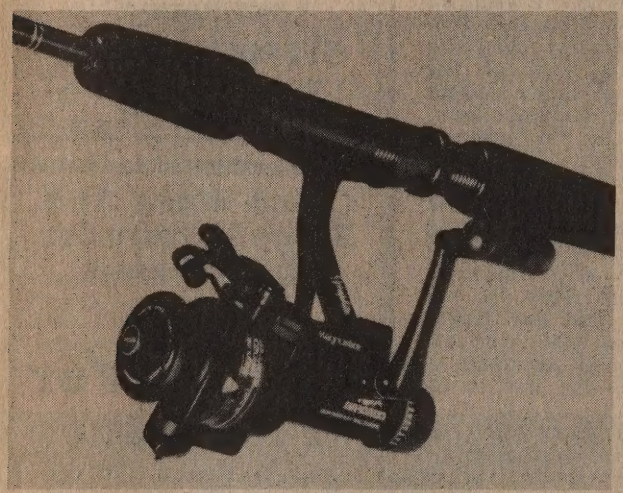
SPINNING REELS

Part Two — *by Al Ristori*

SHIMANO pioneered the present type of one-handed spinning reels three years ago, and now has the largest selection in the industry with models in six series from top quality to inexpensive. The new Magnumlite QuickFire series not only features the one-handed bail system, but also rear drags with a graphite body and pop-off spool—plus a spare graphite spool in the box. Remember when that used to be the standard as established by the largest selling reel of the 50s and 60s, the Mitchell 300? The Magnumlite QuickFires also feature a stainless steel ball bearing and silent anti-reverse. There are just three models: the ultralight GRX-1100 and light GRX-1200 (180 yards of 6 lb.) and GRX-1300 (190 yards of 12 lb.).

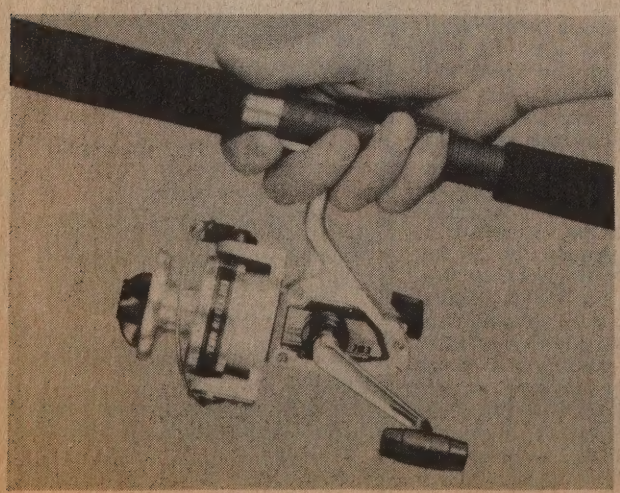
Also new from SHIMANO are the RX and BX QuickFires. Both of these series feature the one-handed bail, rear drags, graphite pushbutton spools, and silent anti-reverse. The more expensive RX models have ball bearings and fast retrieves, while the BX series has power gear ratios. The three models in both lines are similar in size to the Magnumlites. The QuickFire bail system is also available in the Custom X (includes spare graphite spool), MLX and X series.

In standard Bails SHIMANO also offers lots of choices, including seven new Custom models from ultralight to heavy. These reels feature rear drags, graphite pushbutton spools, and ball bearings. The five smaller models

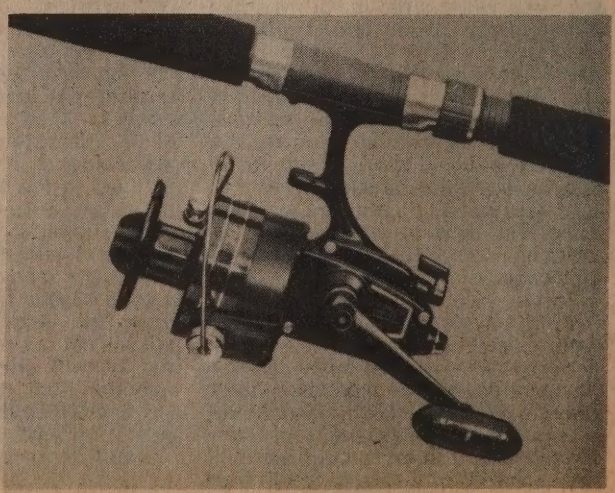


Shimano Magnumlite with QuickFire bail trigger

New Zebco Pro Staff PS 50



New Penn 103



New Penn 747

have self-centering bails and silent anti-reverse, while the C-6000 (350 yards of 20 lb., 3.3:1 gear ratio) and C-7000 (385 yards of 20 lb., 4.4:1 gear ratio) have double drag systems.

ZEBCO is making a big move in open face spinning with the Pro Staff series. These four models feature pop-off spools, rear drags, ball bearings, silent anti-reverse, and machine cut brass pinion gears. Competitively priced, they range from the PS 10 (190 yards of 6 lb.) to the PS 40 (250 yards of 12 lb.). A new economy model in the Lancer series is the 4050 which takes 180 yards of 20 lb. and has a 4.5:1 gear ratio.

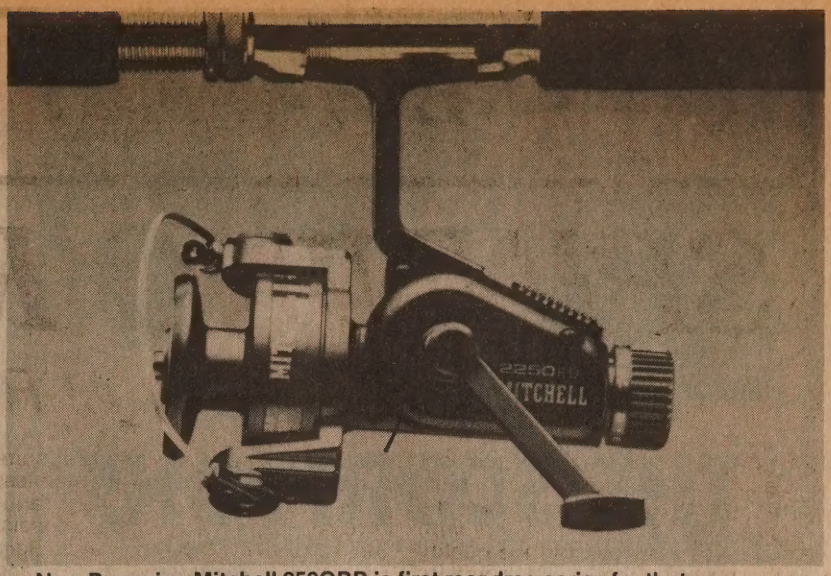
PENN has made a concession to the forces of competition and imported a line of less expensive spinning reels. The new 100 skirted spool series features ball bearing action, stainless steel main shaft and bail, anodized aluminum spool, and die-cast aluminum housing. The little 101 takes 200 yards of 4 lb., while the 103 holds 225 yards of 10 lb. and the 105 will handle 200 yards of 20 lb. The rest of the line is made in Philadelphia, and that includes the new 747 and 757 Spinfishers. The 747 holds 250 yards of 20 lb., while the 757 has the same capacity as the well-established 850SS: 325 yards of 20 lb. Both new reels have 4.2:1 gear ratios, external bail trip, silent anti-reverse, ball bearing, brass pinion gear, stainless steel main shaft and bail, and anodized aluminum main gear, skirted spool and housing.

An important new accessory from PENN is a manual conversion kit for the larger Spinfishers. Retailing for only a few dollars, this kit will allow conversion of the PENN SS series 550SS, 650SS, 750SS and 850SS—plus the new 747 and 757. Many pros among the surf casting clan prefer the manual pick-up since it's trouble-free and provides a large roller. This kit takes only minutes to install, and permits easy re-installation of the full bail.

BROWNING distributes the French Mitchell reels in the U.S., but they, too, have made a move to the Orient. The new Mitchell rear drag models are being made in Japan. These three reels feature pushbutton Delrin spools, brass pinion, stainless steel ball bearing system, silent anti-reverse and aluminum alloy housing. The ultralight 221ORD weighs only 6.6 ounces but takes a very generous 180 yards of 6 lb. The 223ORD is still of ultralight weight at 7.7 ounces, but holds 230 yards of 6 lb. and shares the same 5.4:1 gear ratio with the 221ORD. The 225ORD has a capacity of 150 yards of 12 lb.

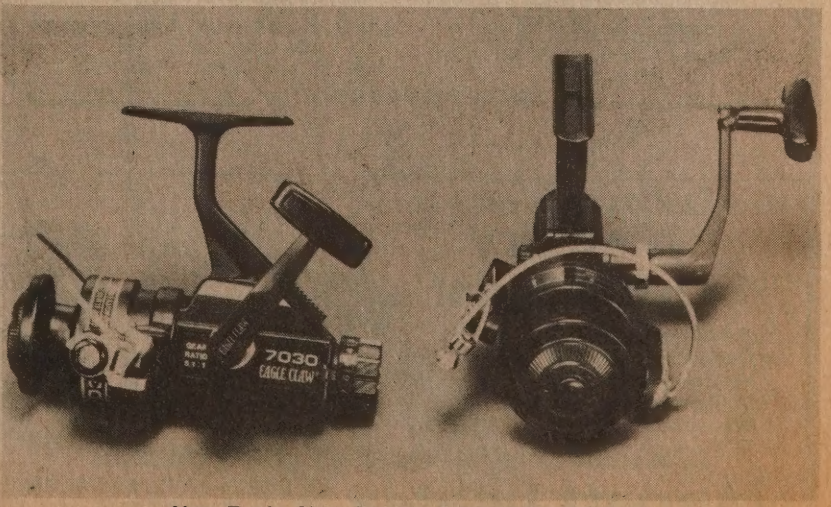
The newest versions of the famous 300 (300S) and ultralight 308 (308S) have skirted spools and will come once again with a free spare spool—though only as an introductory offer through July 31st. The new medium-sized skirt spool 306S features stainless steel ball bearings. Suggested retails are $33.25 for the 300S (just

(Continued on next page.)



New Browning Mitchell 250ORD is first rear drag series for that company.

New Ryobi TNT 200



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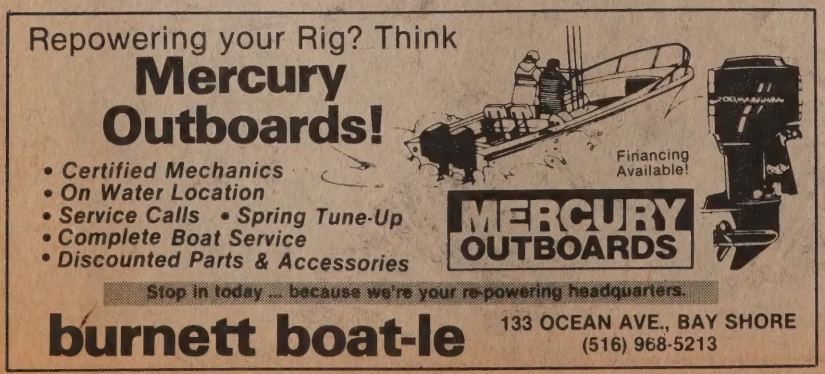


about the original list price three decades ago!), $34.90 for the 308S and $49.15 for the 306S. The traditional internal spool versions remain in the line, while the automatic 440A has been redesigned and labeled "Lightning Cast."

RYOBI joins the trend to one-handed casting with the TNT (Touch 'N Trip) series. These reels also have a graphite pop-off spool, anodized die-cast body, silent anti-reverse, rear drag, and two oil-less and one ball bearing. There are ultralight, light and medium light sizes. Similar sizes are available in the new, less expensive Drag-Plus RSX reels with graphite pop-off spools, rear drag, folding handle and one-piece anodized die-cast frames. The largest new series is the Maxi-Drag with six numbers. All except the surf-size MD 50 have rear drag and graphite pop-off spool. Common features include two oil-less and one ball bearing, one-piece anodized die-cast frame and silent anti-reverse. Improvements have been made to the popular and inexpensive Silvercloud series. All but the surf-size SX 5 get a skirted graphite spool.

QUICK has a new low-priced entry in the Super Clipper series. These four rear drag reels have silent anti-reverse, ball bearing drive, and a pushbutton spool. Starting with the ultralight SC-1, the line ends up with the SC-4—4.5:1 gear ratio and 250 yards of 15 lb.

EAGLE CLAW has returned to the reel business with a line of four imported Double Eagle spinners. These economical models feature silent anti-reverse, helical gearing, hard-chromed line roller, graphite pop-off spool, folding handle and bail, rear drag and fast 5.5:1 gear ratio. Sizes run from ultralight to medium saltwater. Even less expensive are the three Black Eagle models which lack the graphite pop-off spool and have the drag in the spool.

NORTACK is a new company formed by some ex-Shakespeare officers to import fishing tackle from the largest company in Korea, Silstar. That firm has been making reels for major manufacturers, but like others in that position (such as Shimano and Ryobi) have decided to also try marketing directly. This line came in after the AFTMA show and I haven't seen it as yet.

HURRICANE also came in late with three new spinning reels with gold anodized spools, plus a couple of silver-colored models with ball bearings. Additional details aren't available yet.

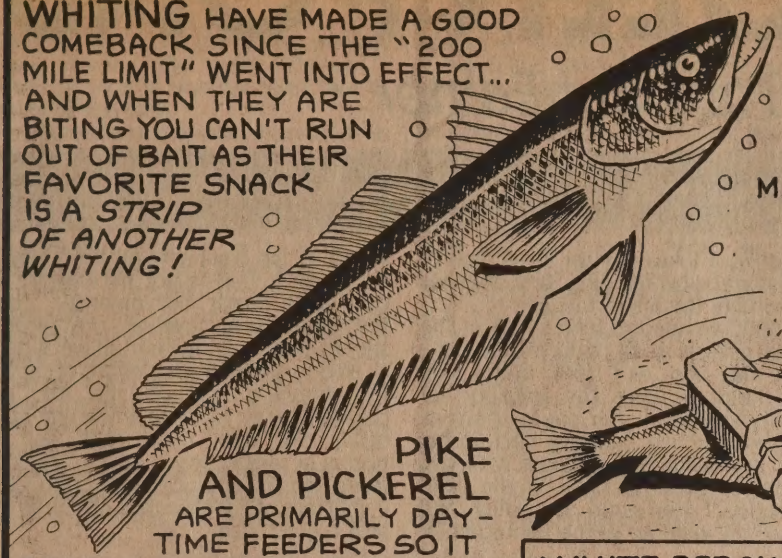
MARTIN has imported something unique—two new internal trip reels with rear drags. The ultralight 3920-B (200 yards of 4 lb.) and light 3930-B (190 yards of 12 lb.) both have ball bearings and pushbutton spools.

Some other prominent companies are holding the line with what they had last year. Included are LEW CHILDRE and ORVIS. The latter just went to skirted spool reels for the first time last year.

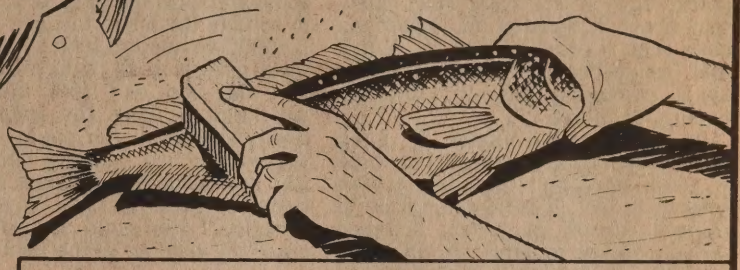
FISHERMAN TIPS

BY FRED GUARDINEER

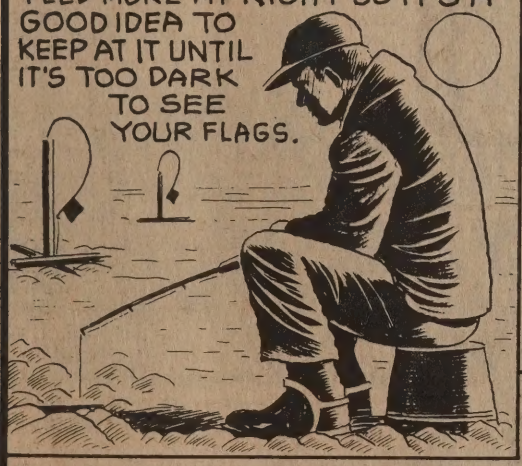
WHITING HAVE MADE A GOOD COMEBACK SINCE THE "200 MILE LIMIT" WENT INTO EFFECT... AND WHEN THEY ARE BITING YOU CAN'T RUN OUT OF BAIT AS THEIR FAVORITE SNACK IS A *STRIP OF ANOTHER WHITING!*



A STIFF WIRE SCRUB BRUSH FROM A HARDWARE STORE SCALES FRESH MOIST FISH EASILY AND FAIRLY CLEANLY AS THE PROS DO AT THE FULTON FISH MARKET... FOR THOSE OF US WHO LIKE THEIR FILLETS WITH THE SKIN ON.



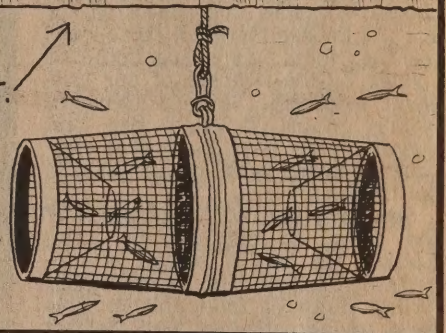
PIKE AND PICKEREL ARE PRIMARILY DAY-TIME FEEDERS SO IT DOESN'T PAY TO ICE FISH FOR THEM INTO THE EVENING, BUT EVEN IN WINTER MOST OTHER FISH FEED MORE AT NIGHT SO IT'S A GOOD IDEA TO KEEP AT IT UNTIL IT'S TOO DARK TO SEE YOUR FLAGS.



WHITE PERCH FISHING GETS HOT IN FEBRUARY AND ONE OF THE BEST BAITS IS SMALL LIVE KILLIES... HANG BAITED TRAP OFF DOCK OR BULK-HEAD ABOUT 1½ FT. *BELOW LOW TIDE LEVEL.*

SKIM ICE MAY FORM OVERNIGHT.

WHEN IT'S COLD KILLIES STAY ALIVE LONGER IN A PAIL *WITHOUT WATER.*



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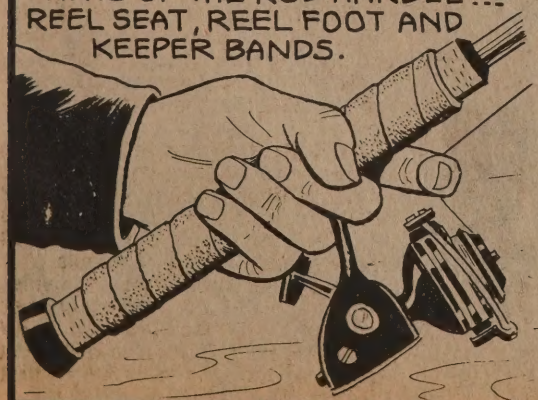

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ON FROZEN POND

by Tom Schlichter

Long Island anglers who have had their fill of cabin fever, cure their ills on frozen lakes and ponds.

Most of you have heard of it. A large percentage of you have most likely read about it. Some of you may even have seen it—but I know for a fact that few readers have tried it. What am I clamoring about? Why, ice fishing, of course.

In many areas outside of Long Island, ice fishing is considered to be a traditional part of the fishing season. In fact, it is commonplace to witness scores of small shanties densely packed together on many upstate New York lakes. Long Islanders, in general, probably pay little more attention to ice fishing than do Floridians, and that's a shame when you consider the fun, productivity, and camaraderie of the game.

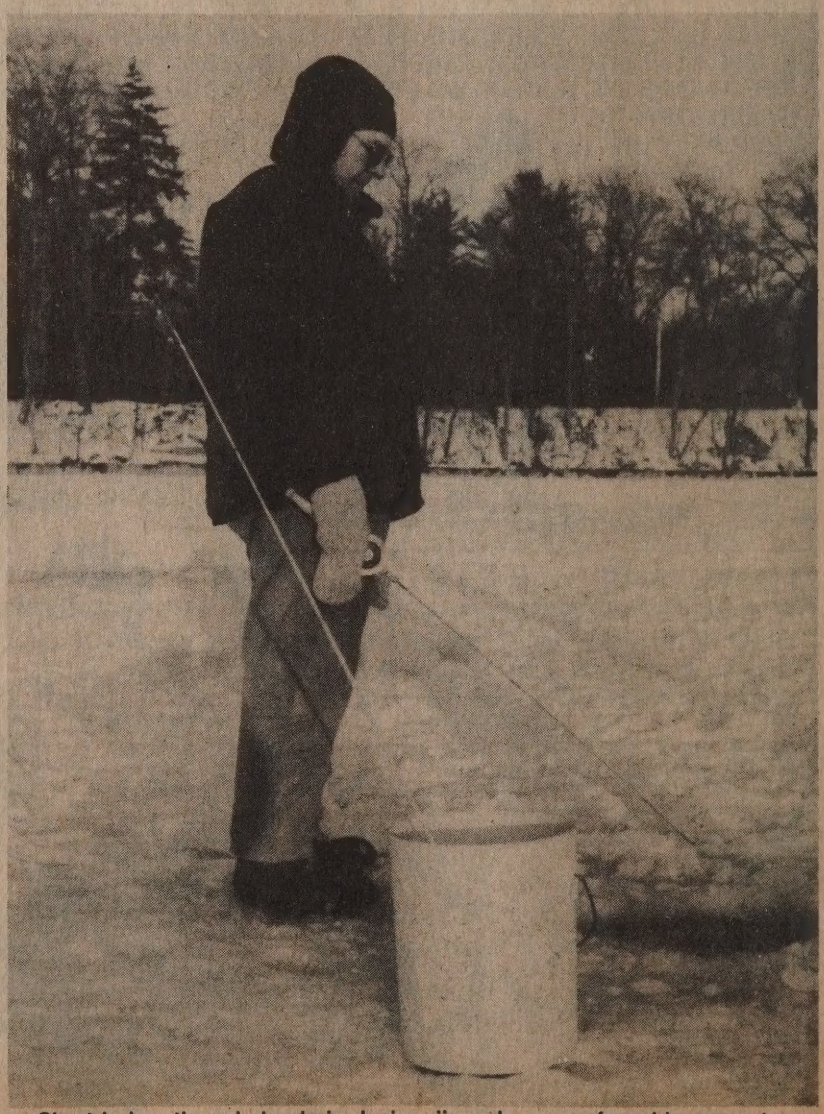
Why is is that Long Islanders choose to ignore this aspect of our sport? I believe there are three main reasons. First, Long Islanders are spoiled by the richness of our saltwater resources. Since catches are usually larger in both size and quantity in our bays and oceans compared to lakes, most anglers seem to opt for the briny.

Secondly, due to the influence of the ocean on our climate, Long Island's ice fishing season is considerably shorter than areas located farther north or more inland. This short season combined with the fact that Long Islanders are primarily saltwater fishermen contribute to the third factor, and that is lack of knowledge. Most Long Islanders who would consider venturing forth on an ice fishing excursion simply do not have any idea as to where to go or what to do.

Since there is little I can do to change the first two factors, let me address the third one by explaining the basic techniques and methods needed for success on one of the Island's better known ice fishing waters: Lake Ronkonkoma. Keep in mind, however, that the basics discussed in this article can apply to almost any lake covered by a sheet of ice.

First, and foremost, the primary factor necessary to get under way is safe ice. It's said that two inches of ice will safely support an average sized man, but I prefer to wait until there's at least three inches of the solid stuff under my feet. Remember, you're going to be chopping several holes through the ice and it is important to be sure that all that pounding isn't going to land you in the drink. Usually, it takes at least three days of constant below freezing temperatures to solidify the ice to this point.

Next, we need to take a look at the tools necessary to perform our task. You may find, as I have, that a sled will help facilitate the transport of equipment from your car to the area you wish to fish. I simply load up my sled and strap things down with two bungi stretch cords. Simple and effective. I then skate, slip, slide, and crawl my way out to the fishing hole. A pair of ice creepers will help here. Although a sled is not necessary, it can be a great convenience. The following items, however, are necessary to complete the task: an ice auger or sledge hammer and length of pipe, for chopping through the ice. A bucket or chair to sit on while jigging, tackle box, rods, reels, rags, and a bucket or plastic bag in which to store those fish you are lucky enough to ice. A thermos of hot chocolate or coffee is also a good idea.



Short in length and simple in design, jig rods are preferred by some ice fishermen.

Three main variables influence my decision on where to set up camp. The first of these is water temperature. It is important to realize that water temperature beneath the ice is not consistent throughout the lake. Deeper water is generally warmer than shallow and water flowing in from springs is warmer than that of most of the lake.

Structure is the next most important factor. Even when cold, most fish need the security of structure. Schools of yellow perch, sunnies, and bass will often congregate along ledges, submerged logs or any structure causing a break in the bottom.

Finally, I consider the species I am pursuing. Perch, bass and sunnies normally school just off the bottom in eight to twenty feet of water. Pickerel may be found almost anywhere; however, they are usually closer to shore and tend to be a little higher off the bottom.

Once a location has been selected, the main concern becomes chopping a hole large enough to slide your catch through. While my wife Tina claims a hole two inches in diameter will suffice for me, most fishermen cut holes of nine to twelve inches. I use a sledge hammer and a three foot length of pipe with one end hammered flat to make my entrance to the fish's frigid environment. In areas such as upstate New York, where several feet of ice may separate man from fish, an instrument called an ice auger is used to drill through the hard water.

Ice fishermen use two main pieces of tackle to pursue their sport: the jig pole and the tip-up. Most anglers combine these methods. A jig pole is nothing more than a light short rod and reel. Being that most jigging is done from a sitting position beside the hole, long poles are a distinct disadvantage.

Tip-ups are intriguing instruments which hold a spool or reel below the ice so that the line will not freeze. When a fish strikes, it triggers a cocked flag to alert the fisherman. Although inexpensive (they range in price from $3 to $8), tip-ups are not readily available in Long Island tackle shops due to low demand, so you may have to make some calls and shop around to find them.

I usually fish three to four holes, always jigging or working bait in one, while my tip-ups sit ready in the others. I give each hole a thorough workout until I get some action and then shift to another hole as the action dies. Things can get pretty exciting on Ronkonkoma when the fish start biting and you have three tip-ups waving simultaneously. It's amazing, but you can actually work up a sweat slip-sliding your way from fish to fish.

Bait and lure presentation can be described in a single word—slow. The major downfall of novice ice fishermen is their failure to consider the fishes slowed metabolism. Keep in mind that fish are cold-blooded, the colder the water the more lethargic they become. Tiny jigs, spoons, or bucktails worked painstakingly slow will score every time. Natural bait with just the slightest motion added will work even better. Bait should be worked one to two feet from the bottom, lures in the same area. You will, at times, however, find the fish further off the bottom than this, so don't be afraid to experiment. Oftentimes, a sliver of pork rind or fish strip added to your lures will tease reluctant fish into striking. I prefer natural baits to artificials primarily because I do not have the patience to work the fakes slow enough. Garden worms, small fish strips, grubs and perch eyes (that's right, perch eyes are deadly), work well on the panfish. Larger worms or killies will score with the bass and pickerel.

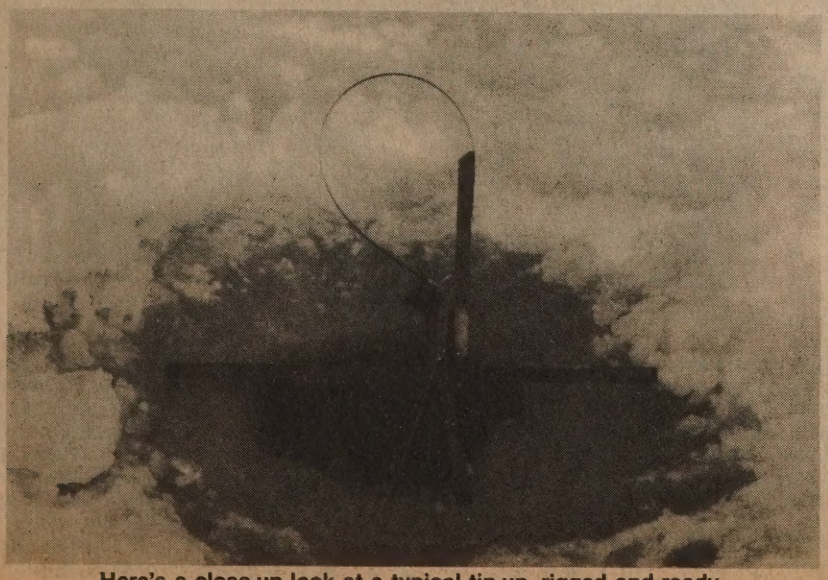
The western end of Ronkonkoma is fished most frequently due to the ready access available at Victory Drive. Some of my best scores have come just north of the shoal in the southwest corner of the lake. Another productive area is about 100 yards directly in front of the Victory Drive entrance. If you're interested in pickerel, the entire north edge of the lake is productive. One last place where I've seen good scores recorded is just east of the town beach.

The mainstay of your catch at Ronkonkoma will be perch with a good smattering of sunnies and perhaps a catfish or two. If you're lucky, you may do battle with a bass or pickerel.

Remember, if you're over 16 years of age, you need a New York State fishing license. New York State allows fishermen to work up to five holes at one time. Bass may be kept if caught on rod and reel, but must be released if taken on a tip-up. Long Island waters containing trout may not be fished.

Remember, when ice fishing, the first rule is safety. Dress warmly and bring along a friend. Hats and long johns are items which should not be forgotten. The days to get your ice fishing in are numbered, so make the most of your opportunities.

This angler mans a hole outfitted with a "tip-up." State law limits the number of tip-ups you may fish to five.



Here's a close-up look at a typical tip-up, rigged and ready.

"INSHORE" TROLLIN

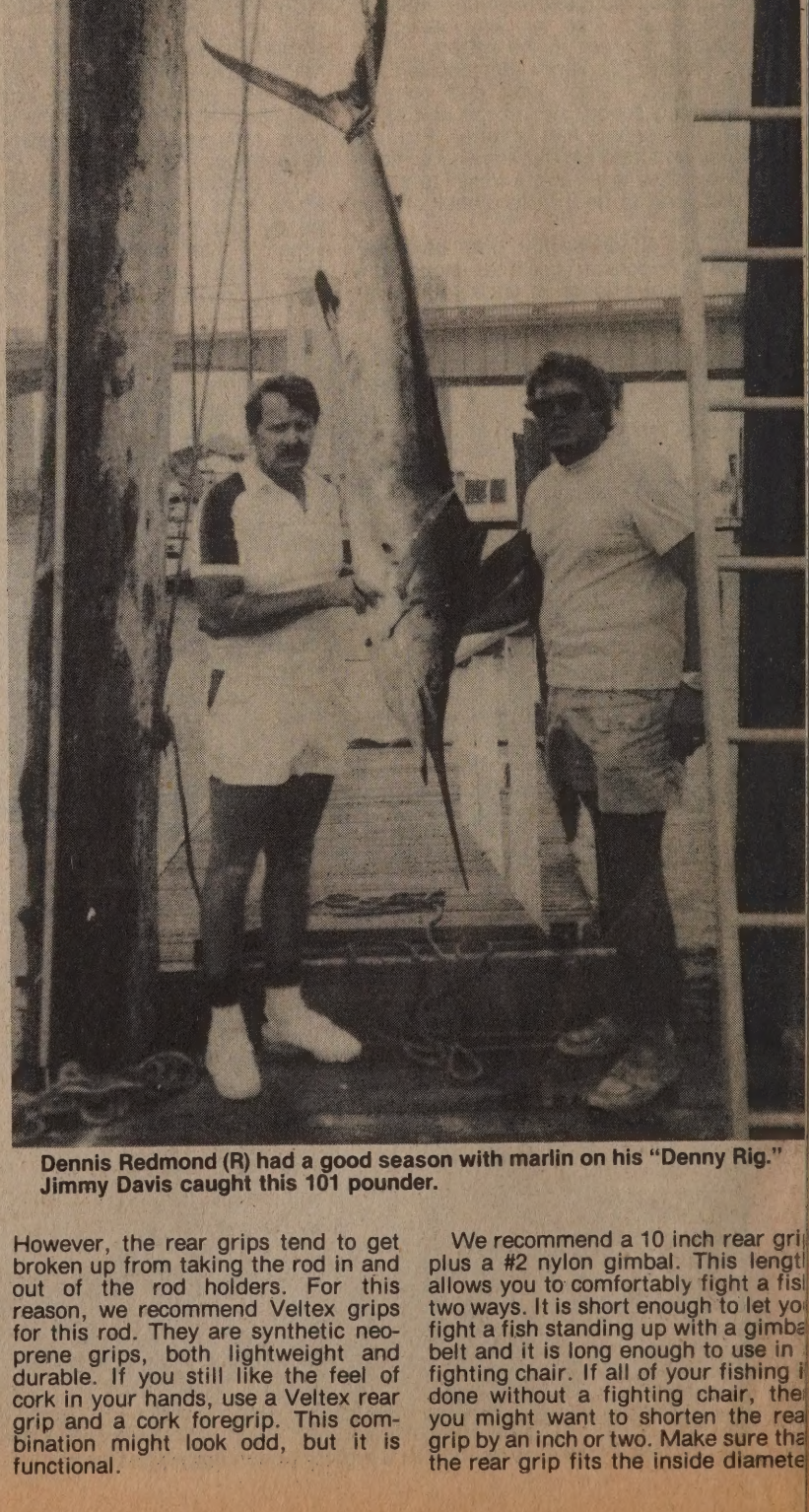
by Dave Arbeitman & Grant Tom

The Summer of 1983 will probably go down on record as one of the finest years for inshore trolling along the Northeast Coast from DelMarVa to New England. Although a matter of interpretation, we consider inshore trolling as anywhere from the beach to 20 miles offshore. The abundance and variety of fish was fantastic. Inshore trollers were coming back to the dock with bluefish, bonito, false albacore, skipjack, dolphin, yellowfin tuna, longfin tuna, bluefin tuna, white marlin, a few wahoo, an occasional king mackerel, and even two sailfish. We can't think of any other fishing which offered as much variety. Many fishermen were caught off-guard last year. For many, the lightest trolling tackle they had were 30 and 50 pound outfits. The fishermen who were equipped with 12 and 20 pound outfits really enjoyed this fishing to the maximum. If you enjoy fighting game fish ranging from a couple of pounds up to 60 pounds and better on light trolling tackle, then this rod is for you.

Versatility is one key to success for the inshore troller. Many conditions affect the way you fish and what you fish with. Your tackle box will contain many different lures of various sizes and weights in addition to trolling weights and rod planers. A trolling rod that can handle all of these lures under all conditions is what you're looking for. We think we've found that rod for you. Our inshore trolling rod starts off with a J. Kennedy Fisher XW2127 blank. This is a hollow fiberglass 12 pound class trolling rod blank, seven feet long. Although the blank is rated as a 12 pound blank, it can effectively be fished with 16 and 20 pound line. At first glance, the blank appears to have a fast action. However, when the blank has a load on it, the action becomes more parabolic. This is a good feature on a light tackle trolling rod because the blank will absorb much of the shock when a fish hits. This will help prevent break-offs on the initial strike.

As with any trolling rod, a machined hood reel seat should be used. The hoods on stamped hood reel seats are not strong enough to take the constant strain and pressure of trolling. Because it is both lightweight and strong, we recommend the Aftco ARS-1M reel seat. This is an anodized aluminum reel seat with machined hoods. Aftco offers these reel seats in three colors: silver, black, and black with gold hoods and locking nuts.

Grip material becomes a matter of personal preference. Cork grips are very light and very comfortable. However, the rear grips tend to get broken up from taking the rod in and out of the rod holders. For this reason, we recommend Veltex grips for this rod. They are synthetic neoprene grips, both lightweight and durable. If you still like the feel of cork in your hands, use a Veltex rear grip and a cork foregrip. This combination might look odd, but it is functional.



Dennis Redmond (R) had a good season with marlin on his "Denny Rig." Jimmy Davis caught this 101 pounder.

We recommend a 10 inch rear grip plus a #2 nylon gimbal. This length allows you to comfortably fight a fish two ways. It is short enough to let you fight a fish standing up with a gimbal belt and it is long enough to use in a fighting chair. If all of your fishing is done without a fighting chair, then you might want to shorten the rear grip by an inch or two. Make sure that the rear grip fits the inside diameter

ROD

of your rod holders. The outside diameter of your foregrip is more important than the length of it. The grip should be as comfortable as possible in your hand under fish fighting conditions. We recommend a 10 inch Veltex trolling rod grip for the foregrip. The outside diameter is comfortable for the average hand and the length is fine. If the outside diameter is too large, just take it down with sandpaper.

We recommend using Fuji BRHG guides on this rod. These are Fuji's aluminum oxide trolling guides. These single piece frames are made of brass and parkerized black. They have three feet: one in front of the guide and two feet in back of the guide. The back feet straddle the blank for extra support. We like these guides because they are strong, durable and maintenance free. The accompanying top for these guides is the Fuji BRHT.

The rod should be built with six guides plus a tiptop. You will need: 3-#12, 1-#16L, 1-#16 and 1-#20. The top is a #12-12, a #12 ring with a #12 tube. When doing the guide spacing, remember that measurements are taken from the center of the guide ring to the center of the next. The guide spacing from the tip down is: 5¼, 6, 6-1/8, 7, 8½ and 10½ inches.

Inshore trolling is one of the most exciting fisheries our Northeast coast has to offer. The light tackle approach adds even more excitement and challenge to it. When the Gulf Stream pushes its way towards shore next summer, bringing myriads of game fish with it, you'll find the two of us in a 23 foot Sea Craft trolling 12 and 20 pound outfits. We'll be the two guys with big smiles on our faces.

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Alternate Guides:
Fuji RSG—Silicon Carbide
Pucci Roller Guides
Aftco HD56 Roller Guides
Fin-Nor White Nylon Roller Guides

Remember, if you're building your inshore trolling rods with alternate blanks, the guide spacing we've provided is only for the Fisher XW2127. Guide spacings are not interchangeable from blank to blank. If you have any questions regarding rod building, drop us a line in care of The Fisherman Magazine.

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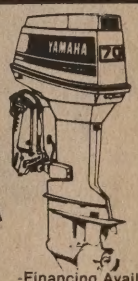

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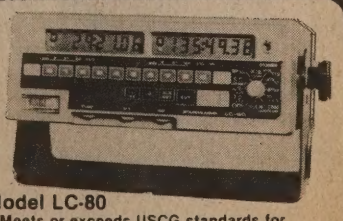

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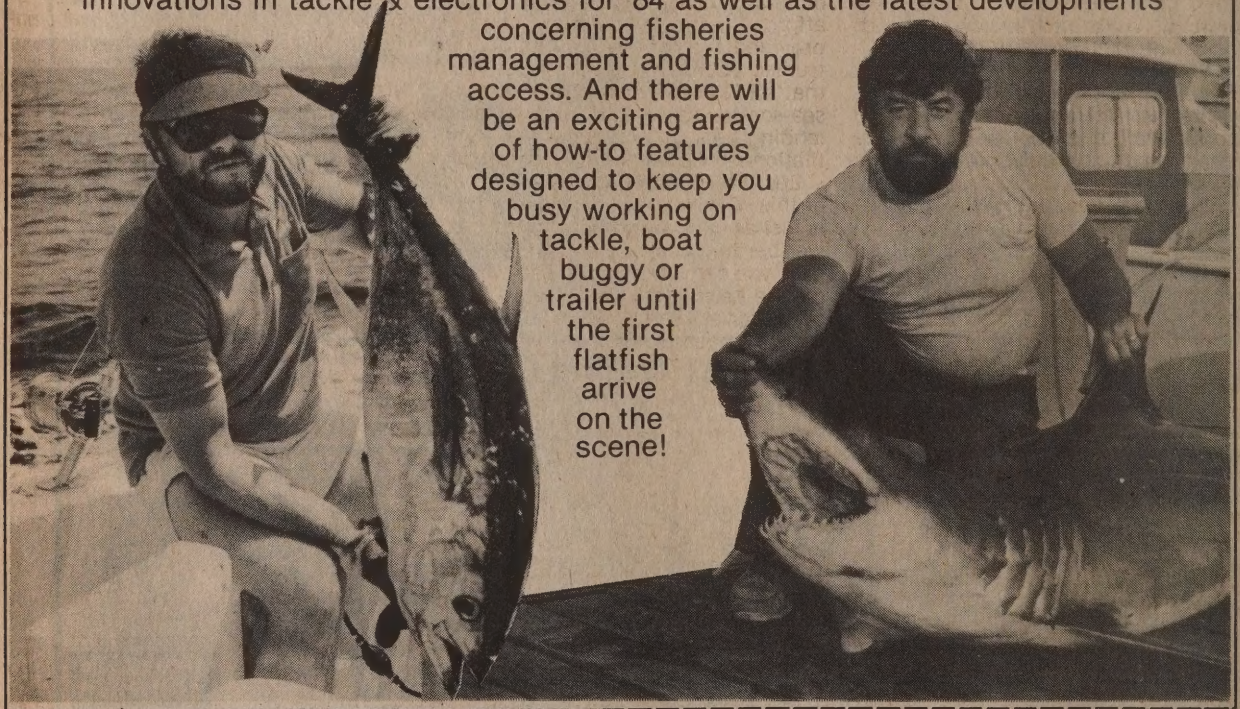

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P.O. Box 1994, Sag Harbor, N.Y. 11963

DOCKSIDE STORAGE

by Ray Hendrickson

Although dock boxes are generally associated with the larger sport-fishermen, and rarely found abutting small-boat slips, to me it's always indicated twisted priorities. Many a small craft skipper beset by varied nautical interests has to contend with as much assorted gear as does the captain of a 40-footer—but owns a heck of a lot less space in which to stow it!

If you're a season fishing boatman, think about this; and if you're just getting your feet wet, here's a taste of what's coming: scrub brushes, boat soap and bilge cleaner. Wax, touch-up paint, thinners and brushes. Outboard oil, engine oil, and maybe even a draining pump and slop bucket.

When the family's aboard, bait buckets give way to beach chairs, umbrellas, inflatable toys, ground tarps and whatever else may be deeed essential. And let's not forget the charcoal grill, burger flipper and sundry other accoutrements.

Fishermen enjoying a wide range of piscatorial pursuits can easily stuff a room-size box with naught but angling paraphernalia, most of which won't be needed aboard for any given foray. Downriggers, grapple anchors, chum buoys, gaffs and assorted landing nets proliferate. Considering the stuffing potential, it's scant wonder that some of the boxes aren't bigger than the boats.

Who needs a dock box that's just another place to gather junk until the trash outweighs the essentials? Why not cart the stuff back and forth in the car, or keep stuffing it under the bow deck?

Convenience is ample reason—but all that junk (my wife's nomenclature) shares a common characteristic: it is weight. Whether crammed into the car or boat, it extracts its pint of fuel. But, when ruggedly built, a dock box also offers more security than found on many boats. Proper design also affords better ventilation than is provided in most boat lockers and car trunks. Considering the wet gear that's involved—dew-soaked canvas, sea-soaked ropes and washed down landing nets, to mention a few—ventilation is of paramount importance.

Lest trailering skippers feel left out of this discussion, a "driveway box" is just as utile as one sitting behind a wet-berthed boat. Just **imagine** all the gear you can clean out of the garage, off the back porch and sundry other depositories! And if you've ever been the victim of quick feet and nimble fingers you'll be first to appreciate a solidly built, firmly locked, box anchored to the driveway.

There are as many ways to build a dock box as there are boxes. Materials and construction methods are solely dependent upon how long we want it to last, how highly we regard water-tight integrity and the degree of pride invested in our equipment. Size relates to space available, contents, and how much we want to spend (and what might be on hand). Usually, some piece of equipment, flying gaffs, folding fighting chair, a not-too-large portable live well—whatever—dictates one or two dimensions. Machinations about how to best divvy up the least number of plywood panels is also a frequent input.

Here's a few basic guides: make it strong enough to support as many people that can perch thereon—or sprinkle broken glass in the final finish! Forget exotic water-tight gasketing techniques. They won't work. Don't forget to provide ample ventilation, remembering that leakage points only pass water inward. They never seem to let water escape. Even a storm-proof box collects condensation unless vented. Install a lock—if only to prove forced entry to your friendly insurance agent should

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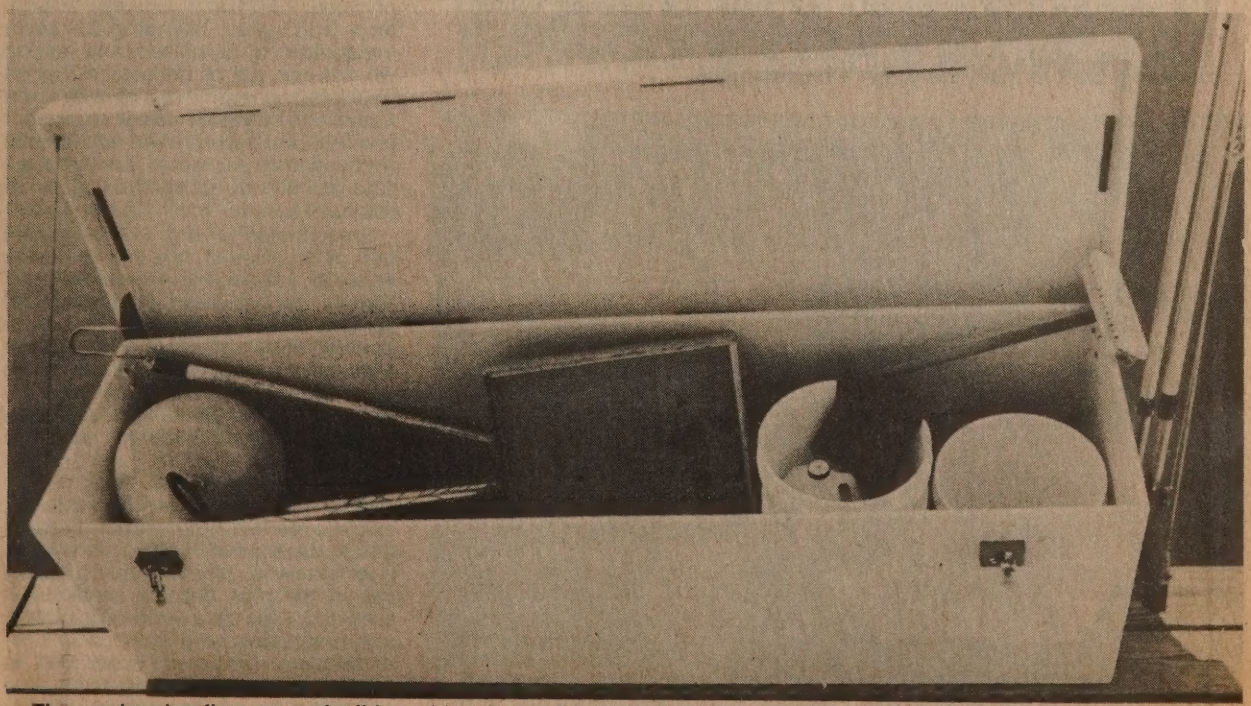
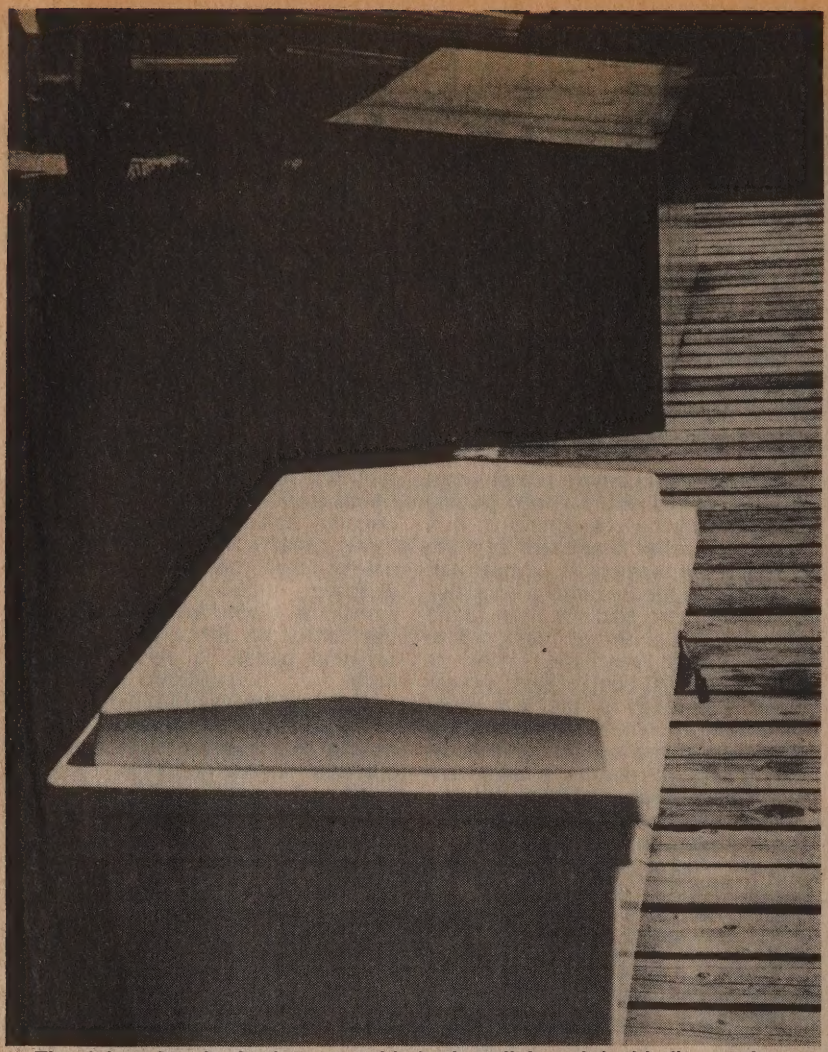
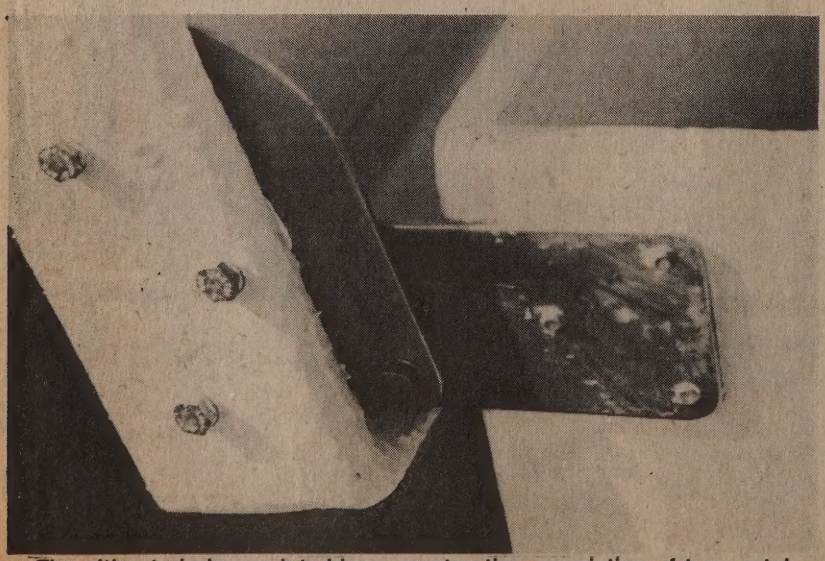


The overlapping flanges on the lid provide rain-proof integrity; and the spacer blocks, combined with gaps between box and lid flanges assure ample ventilation from the top. The stainless leader cable on the left side prevents the hinges from being overloaded, and allows the lid to be held open by virtue of its own weight.



The deluxe box in the foreground is both stylish and decidedly weatherproof, but may not accommodate individual storage requirements. The ample box behind it may not win any awards for aesthetics, but it's obviously built to meet the owner's requirements.



The ultimate in heavy-duty hinge construction, consisting of two metal plates (stainless if available) bolted to box and lid with a pivot bolt connecting them. A clamp-up bushing at the pivot increases the joint's rigidity, but isn't necessary.

you be victimized. Anchor the box to dock or terra firma by means that are accessible only from within.

Quality is self-perpetuating. The more effort and money invested, the more it pays to ensure your equity by not cutting corners. By the same token, if dryness and security aren't particularly important in your scheme of things, cost and time can be shaved while sufficient paint maintains an adequate level of pride.

Favored material is 3/4", AC exterior plywood. For those lacking joinery expertise, epoxy adhesive forgives all but the most atrocious joints. Quality primer and enamel preserves one's handiwork, provided the finish is periodically touched-up before garnering an overall ratty patina.

Never one for painting—and even more averse to maintenance chores that I can design away from—I prefer a glass finish. Although mine is scarcely fancy, I have scant doubt that it will last forever. You can lay on two or three courses of mat, and suffer the tacky fingers of outrageous resin, or you might prefer my cleaner route to permanence, and not that much more costly.

I had it shot with a chopper gun at a local boat-building yard, where they blasted on a healthy skin of chopped glass mat and polyester resin. The fairly coarse, but impervious, casing was then sprayed with gelcoat, providing an easily cleaned, although lackluster surface. Another advantage to glassing by any method is that joinery, core material and gluing is far less critical. Although totally slipshod construction always shows through, glass strengthens while covering a multitude of sins.

I used half-inch sheathing grade plywood (CDX) and ordinary carpenter's white glue, clamping wherever my equipment permitted, and nailing when I ran out of clamps. Although butt joints would have sufficed, I did rabbet the edges for easier alignment and inherent security. All edges were rounded with a rasp to preclude excessive build-up of sprayed glass. If you have a router you'll do this faster.

Smoothness is not important. In fact, it's better to match the coarse plywood's surface to promote a good "tooth" for the glass. Knotholes and surface splits were filled with automotive body filler (marine grade fillers aren't necessary) and the same gunk was wiped into interior corners—again, precluding excessive glass deposits and making it easier to clean the box.

Although half inch stock might seem a mite thin, the entire structure exhibits marked rigidity after glassing due to the sandwich effect. Similarly, after glassing, any waterproof qualities in the glue become academic—provided a few precautions are taken when installing hardware.

Keeping the wood water-free is easy, the technique being applicable to painted or glassed boxes. Hinge, hasp and tie-down bolts piercing the box are liberally coated with marine-

grade silicone sealant, thoroughly filling voids and creating gaskets between hardware and finish as the fasteners are tightened. It takes a few extra minutes and gunks the fingers, but thwarts rot and delamination. If striving for maximum longevity, do through-bolt all hardware. Wood screws tend to loosen and tear out when abused. Even if they don't completely let go, once loosened, they'll let water into the wood.

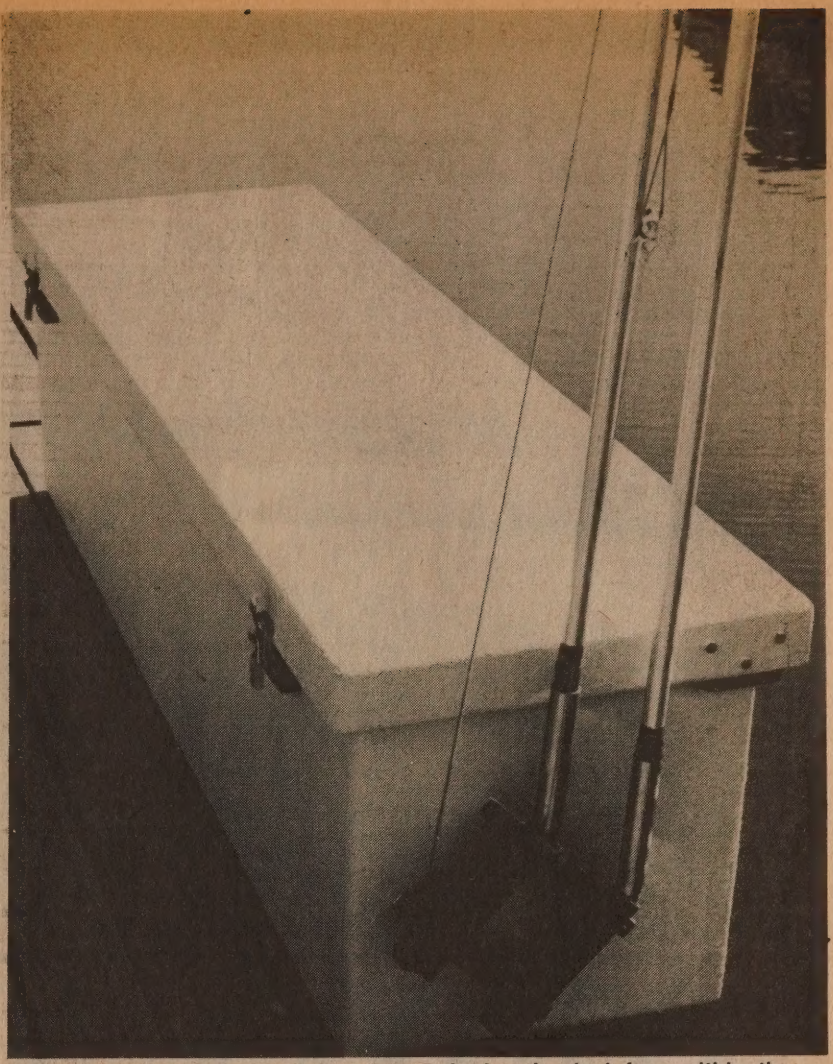
As illustrated, storm-proof integrity is easily incorporated by flanging the lid all around, providing about a two inch vertical overlap with the box. If a half inch gap is maintained between the flanges and the exterior sides of the box—and the lid is supported with spacers to create a similar gap between the lid's underside and the upper edges of the box—half the ventilation process is accomplished. The second half is solved by a couple of screened holes in the bottom, or purchased louvers installed low on the sides. Note: when going with a glass finish, increase all gaps during initial construction by **twice** the anticipated glass thickness.

Hinges can be piano, T-strap or butt type, depending upon lid design. Cost will be the guiding factor to corrosion resistance, but don't be feared of top quality galvanized hardware from a marine chandlery. When hinging a flanged lid, be sure to allow sufficient clearance for the front flange to clear the leading edge of the box when opening. A length of heavy cord or leader cable secured to both box and lid will prevent over-loading the hinges when the box is open. Set the length to allow the lid to open past the balance point, letting its weight maintain the open position (at least against less-than-hurricane gusts).

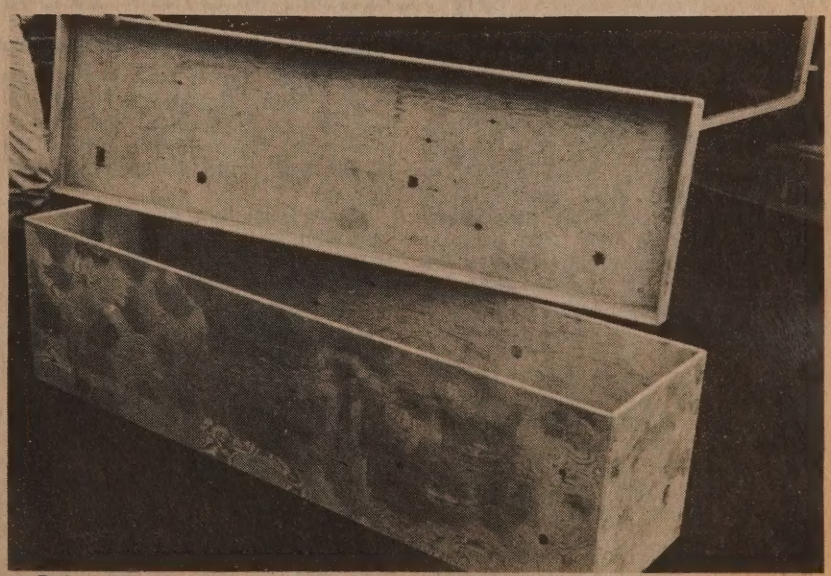
Securing the box to a wooden dock merely entails driving in a few galvanized lag bolts, which will be inaccessible to light fingers after the lid is locked. Spacer strips will allow air to reach the bottom vents, and liberal caulking will keep water out of the bolt holes. Painting the holes with epoxy cement prior to bolting adds suspenders to the caulking belt.

Mounting over raw earth is best accomplished by setting the box on a pair of partially buried cement blocks. A dead man (any broad-surfaced object buried in the ground to resist an upward pull) sunk below the box with a threaded rod or pipe protruding through the floor will give any nocturnal box collector second thoughts. If setting over concrete or macadam, consult your friendly marina owner (unless it's your driveway) before sinking anchors.

Assuming that your box is as strong as required to support crew members and visitors, don't go overboard when slanting the lid to shed rain. Some tilt isn't uncomfortable to perched posteriors, but too much raises havoc with cocktail hours and end-of-day snacks. Scant sense in slopping mustard off the downhill edge—or dribbling good beer into the bay.



The author's "shot glass" dock box. Bolted to the dock from within, the overhanging portion contains screened holes for ventilation. Outrigger holders are an added nicety when the poles aren't needed on the boat.



Relatively inexpensive sheathing grade plywood can be used when the box is to be covered with fiberglass. Epoxy glue facilitates construction, and the body filler takes care of knot holes in the outer plies, and also fills internal corners with a radius.

"STAYIN' ALIVE"

by Capt. John DeMaio

From the gloss-like surface that mirrors the sky, to a fearful tempest, the ocean has many moods. For many of us, it offers more than merely catching a fish. That feeling of accomplishment after beating your way home on a rough day, after safely crossing over an inlet bar, or after successfully overcoming mechanical failure and getting back in before a big wind comes up. It gives a sense of self-confidence. For most, it appeals to the "Macho" in us. This is adventure! Perhaps a safe adventure with only a very small percentage of danger, but adventure nevertheless. It appears to be inherent in all men that we should overcome Nature's obstacles. We want to challenge the powerful forces of nature and emerge triumphant.

The greater the risk, the greater the adventure. Driving home from work at five in the afternoon with a snowstorm on the ground that started at three involves enough risk to make it an adventure. The risk may be only a bent fender, but it does exist. Then there is Henry Blackburn. His adventure is one of survival that we all marvel at. The following proves the axiom that truth is stranger than fiction.

Henry Blackburn was a dory fisherman who fished the Grand Banks on a small fishing schooner that sailed out of Gloucester, Mass., at the turn of the century. He and his dory mate were separated from the main ship in a snowstorm. Realizing that they were on their own, they decided to row for the beach, some 500 miles away.

Henry rowed all the first night and when trying to wake his mate in the morning, discovered that he was dead. For the next four days and four nights, Henry would row all day and rock himself back and forth in the dory at night to keep from sleeping. The weather was so cold that he allowed his hands to freeze around the oars to enable him to keep rowing. This tore pieces of flesh from his hands. He finally reached the pounding surf and made it ashore safely. Having found an abandoned house nearby, he placed his mate into the bottom of the water well so that no predatory animals would get at the body. He then walked about eight miles along the beach before coming upon civilization. All of his fingers and toes had to be removed due to frostbite.

Later in life he built his own sailboat and sailed it from Gloucester, Mass., to Gloucester, England—solo! He ended up a saloon owner on the Gloucester waterfront.

Keep in mind, the Blackburn period was the "old days." Today, survival can be made more comfortable. If Henry and his mate had been wearing survival suits the outcome would have been different. The survival suit, a relatively new concept, sells for around $350. It is similar to a skin diver's suit in construction; however, the head, hands, and feet are also covered, leaving only the face exposed. You can float for days and also

stay warm. A great number of lives have been saved with the use of this suit, particularly on the West Coast off Alaska where bad weather is a way of life for fishermen.

One survivor, speaking of a two-day ordeal in which he floated for two days before being picked up, remarked "I even got four hours sleep one day." Another washed up on a small island and lived in the open cold for two days. He said he would never have made it if he were not wearing his suit. Finally, a tale of gallant heroism. A man and woman on a small commercial boat, sinking, only one survival suit—it is given to the woman to wear. She made it; he perished.

Another new concept in cold weather safety is the Givens Buoy Raft. An inflatable rubber raft that uses the ballast principle for its seaworthiness. Stories of crew members floating out hurricanes in such a raft are now a matter of record.

One more device that can help save your life in a survival situation is the Emergency Position Indicator Radio Beam. This battery-operated unit sends out a radio signal which can enable rescuers to pinpoint your location. The price of this unit is $360 for the manual and $450 for the automatic.

Because of the small percentage of those actually losing their lives, we all think that it will happen to the other guy. But a tragedy will occur from time to time. Blame it on hard luck, foolishness, Murphy's Law—it does happen. When it comes as close as the guy next door, the big chill in the realization of how fragile life is becomes all too evident.

About six years back, four Montauk men, young men, partook in a commercial fishing venture in a warm water region of the United States. After some tavern time to celebrate their new venture, they sailed in the dark. About five miles offshore, they stopped running and decided to get in a little sleep. Just before dawn, a still unknown vessel rammed into their 65-foot boat, which began to sink immediately.

The captain of the fishing boat sent off a Mayday signal, giving his Loran bearings. For reasons unknown, the Loran numbers were inaccurate which, in turn, made rescue difficult. The ramming vessel continued on its way. Now came the ultimate tragedy. The boat had nothing to offer in the way of survival other than life preservers. My old friend's thoughtlessness and obvious frugality, were to cost him his greatest treasure—his life.

The boat rolled over keel side up and stayed afloat. Because of 1,000 pounds of herring bait for the setlines that was in the ship's hold, the fear of attracting sharks was a reality and they chose to leave the boat area. What follows is some of the story told to me by one of the lucky ones, a survivor.

"I was drifting along with one of the crew members. The others were now out of sight. I had cut away one of those pink floats used by offshore fishermen and was hanging on to that. The water was cold; I tried to put my arms over the float to change positions and my exposed arms would begin to shake. Water temperature was similar to Montauk in the summer. Pleasant for a quick swim but bone chilling after only an hour. My body acted like a heater, trying to warm the water around me. I had already been awake 22 hours before we hit the water. I was tired and hungry—very hungry. I tried eating the seaweed that occasionally came within reach. At one point I thought of catching a neaby shark and putting my hand into one of his vents and tearing out something to eat." The man floating next to him died. "I tried keeping him awake by shouting and pushing, but it was no use. I watched him die."

After 15 hours in the water he was picked up by a Russian ship. They gave him a half glass of vodka and a cup of tea. "That was the best cup of tea I ever had in my life." With one crew member found the searchers pressed on. They now had a better idea of where to look.

After an incredible 22 hours in the water the only other survivor was picked up. His adventure is a testimony to man's desire to live. He had long separated from everyone else and was drifting alone. Poking away sharks with a stick by day was mere play in comparison to the horror he was to experience at night.

Floating in a black ocean at eye level, he could see the running lights of a ship coming his way. His obvious joy at the chance of being rescued must have been ecstatic. No one was to see him. No one was to hear his shouts. Joy became fear with the terrifying realization that the ship was about to run him down. The ever-loudening thump of the engines as the ship bore down on him must have accented the panic of seeing that massive black hull about to end his life. He literally pushed himself away from the ship as it passed by, but not far enough. The wash of the huge propellers tossed him around like a cork in a washing machine. So great was the force that it tore off his life jacket. He searched the dark waters for the remains of the jacket and tied the pieces together. His rescuers had to cut it away with a knife.

Complete and positive protection against a calamity is not practical. When one examines all the manner and ways in which you can be placed in the water, it would require that you put on your survival suit immediately upon boarding a boat. Unusual hard luck can be your undoing. Such as the bizarre story of a man who took a group of friends out on his sailboat for a summer cruise. With the boat under sail and clipping away at good speed, the host fell overboard. No one remaining on board knew how to handle a sailboat. They all watched in horror as the man slowly faded from view. An extreme case, granted, but a possibility.

The best way to protect yourself is to consider where you fish and imagine an act of misfortune befalling you in this area. Could you make it? Are you prepared for it? What have you done to save your life? Especially you guys who venture out into the canyons. That's a long way from home. Do you captains of larger vessels have a raft or small boat to keep you out of the water? Do you outboard jockeys who dare Mother Nature by fishing way offshore own a survival suit? Particularly those who fish alone.

When you think of all the bad breaks that can come your way, fishing alone is the singularly most dangerous. Having a survival suit handy will not help one bit if you're knocked out of the boat. In cold water seasons, far from land and all alone, your chance for survival is poor. An inflatable rubber life vest fitted with a CO2 cartridge that can be inflated at will, or the type you blow up can minimize the risk. But we cannot dwell on these extreme possibilities. If we did, the mere act of crossing the street at a traffic light would be a hazardous undertaking.

Protection starts at the beginning, when you buy a boat. Most outboard models come with flotation built-in. The majority of cabin boats offer flotation as an extra. Whatever the case, make sure your boat has enough flotation to keep the boat afloat. No matter what the size of the vessel. A floating vessel is your best chance in a tight spot. Always stay with the boat!

There are more passive forms of protection. Make sure someone knows when you're going fishing. An estimated time of return would be helpful. After all, how can you be rescued if no one knows you're missing. Without a doubt, the best safety device is a healthy respect for the sea. This respect should be heightened during cold weather periods.

As you age, you realize that Nature can be cruel and time spent on the ocean should not be taken lightly. Thinking back to all the "close shaves" that happened through the years and placing them against the few tragedies that took place during the same period can change your thinking. Maybe that very tiny percent that lost their lives were not unlucky. Maybe I'm just one of the lucky ones.

Taking too much for granted can be our greatest undoing. Even though you have been through it a thousand times it can happen to you. The old "ounce of prevention" theory can turn a tragedy into an adventure worthy of several rounds of drinks and exaggerated testimony. Your fishing boat at sea is a safer place than your car on the L.I.E. One final note. Don't ever feel foolish when asking the captain or the mate, "Where are the life jackets kept on this boat?"

THE ART OF FLOUNDER FILLETING

by Matt Ahern

So maybe you think I'm rushing the season. Even now as I write this, the snow is coming down, the wind is from the east, and the temperature is flirting with the low 20s. But I'm not fooled by this whim of Nature. Why, today is Groundhog Day, which means Washington's Birthday is not all that far off and with Washington's Birthday so close, who says there won't be flounder on tap for those of us with cast iron constitutions; those of us who can 'take it' will surely give it a try. All we need is a little cooperation from the weatherman.

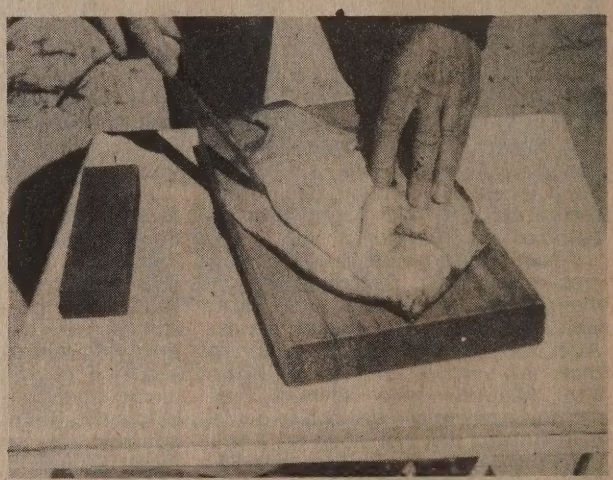
Perhaps you are one of our "jump-the-gun" fishermen who have already scored. If so, good for you. Believe me, you deserve every one of your fish and are to be congratulated. Only a brother "nut" who knows what it means to sit out there in a skiff at this time of year understands and shares the misery you endured. But the question is: what are you going to do with those fish?

Are you going to go all through that scaling and gutting, only to discover, as so many have before you, that no matter how carefully prepared, throat-gagging bones are your only reward? I don't blame you one bit for giving the jaundiced eye to the next batch of flounder you catch.

I used to feel that way too—but no more. I haven't worried about fish bones in years. Knowing how to fillet was especially important when my kids were growing up. They could dig in to their hearts' content—and they sure did, for who can resist the ambrosia-like flavor of a wiggle-fresh flounder? That old saw about peanut eating came in a poor second in our household.

Yes, learning how to fillet flounder (or fluke) is certainly worth the effort. This, I know. I also know that if you've attempted to fillet flounder, the chances are good that your results left much to be desired. Perhaps

Be sure to skirt gut cavity.



Make this slice with one continuous cut.

Lift fillet aside as you guide knife.

Be sure not to cut through bone.

you've even been told not to waste your time; that flounder filleting is best left to the commercial experts. Not so. There's nothing to it.

I can tell you what causes most discouragement for those who desire to fillet flounder: the lack of patience and the craving for speed. It's as simple as that. We've all seen those minute-per-fish experts with their flashing knives. They make it look easy. And it is—but only after a great deal of trial and error (and time) have been expended. Nothing comes easy in the fishing world. Therefore, let me say that you shouldn't expect to attain the filleting finesse of the professional without some effort on your part; by effort, I mean the willingness to butcher your first few victims, and probably risk a nicked finger or two.

All of this sounds like I'm hell-bent to discourage you, I'm sure. But actually what I'm doing is trying to make you aware that in the beginning flounder filleting can be frustrating. But this is simply because, as noted, fishermen attempt to make speed, when, in fact, they should take their time and proceed slowly. I can guarantee you speed, but only after experience is gained—not before.

If you faithfully follow the instructions I'm about to set down, fear not, you will get perfect results. Nothing you read from now on has been written without good reason. Each step should be completed exactly as described, for the success of each succeeding step depends upon how well you did on the one before. Take your time and study each bit of detail and photo. Don't rush through the text in your zeal to get started. Remember, slow and easy wins the race—always.

The most important bit of advice I can give you right now is this: use the proper knife. Don't expect to get professional results with a kitchen reject, or an old, rusty bait knife. Use professional tools and get professional results certainly applies here. Return that reject to the kitchen drawer, that bait knife to your tackle box where it belongs, then jump into your car and head for the nearest tackle shop.

There you'll probably find an array of various quality knives. Buy the best you can afford. Not only is a fine knife a pleasure to use, it will also give you years of service. And a word of caution. Don't be conned by good-looking knife handles. You are going to fillet with the blade—not with the handle. Good fillet knives are made of steel which can be honed to razor sharpness with little effort. Cheap knives contain steel that seldom keeps an edge for long, which means you will be spending more time sharpening and re-sharpening than necessary. Without a keen edge going for you, your filleting will take much longer than it should. (This is another reason fishermen become discouraged.)

Notice in the photos that a cutting board is used. Go and do likewise. Forget newspaper. It will only cling to the wet fish and drive you up the wall. The board's dimensions are 14x8x2 inches. I find this size best for handling flounder. I've also filleted some good-sized fluke on it—say, up to five pounds.

A fine-grit carborundum stone should be on hand. (Notice the photos.) Use it after filleting three or four fish, or whenever you accidently strike bone.

It is also a good idea to have a container of water handy. (There is one being used in the photos, but it is out of sight.) Dip the knife into the container at intervals to remove those bits of flesh, etc., that cling to the blade's edge and cause tearing of the

(Continued on next page.)

Hold knife almost flat for this cut.

The final step.

Skinning is easy—don't make it difficult.

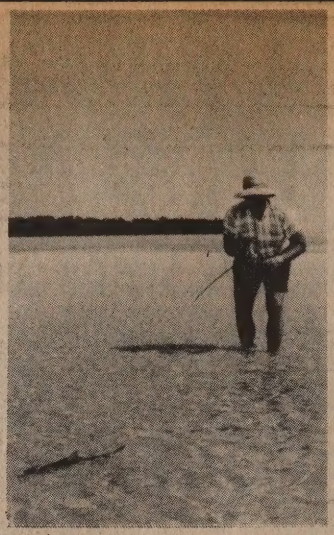
The result: two mouth-watering fillets!

A Special Selection from the Fisherman Library

Contemplating a trip South to challenge the ghostly bonefish, acrobatic tarpon, or the elusive permit?

Fishing the Flats

By Mark Sosin and Lefty Kreh



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fillet. You should especially do this when skinning the fillet; this avoids slicing through the skin.

All set? Okay. Let's fillet your first flounder.

Photo One. Place your flounder on cutting board exactly as shown. Make a diagonal slice, starting at the shoulder and follow through to the opposite side, skirting the gut cavity. You can feel this with your fingers. Don't use too much pressure on the knife blade at any time. Slice to the bone only, never through it.

Photo Two. Begin at the shoulder and make a cut about a half inch from the fin line, following the length of the fish to its tail. If possible, do this with one continuous slice. Then insert the knife point at the shoulder where the cuts meet. (You'll feel the blade slip into place.) With your free hand, lightly hold the fish down at the head and begin to slice along the skeleton, holding the knife at an angle. As you proceed, lift the loosened fillet aside so that you may watch and guide the blade.

Photo Three. When the blade reaches the center backbone, continue along this to the tail; then lift the blade at a 45 degree angle and continue cutting to the opposite side to the fin muscles. The fillet is now free; just cut it off.

Photo Four. Now turn the flounder over, head facing you. This time make the diagonal cut at the right side of the head as shown, ending just below the pectoral fin near the gill cover. Then cut straight across, again skirting the gut cavity.

Photo Five. Make a slight cut across the tail and begin slicing here. Work toward the head, lifting the fillet as you go along. You'll notice on this side it isn't necessary to make the long cut along the length of the fish as you did on the bottom side.

Photo Six. Follow along fin line to the shoulder cut; keep the blade almost flat as you slice. Slide over the backbone as you did before and work the knife to the opposite side and remove the fillet. You have just filleted your first flounder!

Photo Seven. Now for the skinning: a simple, easy task. Wet the knife blade, hold the fillet at the tail end, skin side down. Then make a shallow cut about a half inch in—careful, don't go through that paper-thin skin! This will be your "handle." Grasp the skin firmly, hold the knife at an angle and pull against the blade with short, sideway motions. The skin will easily peel off as if by magic.

Photo Eight. You have just completed the job and have turned out two slices of mouth-watering, boneless fillets. Enjoy!

I know I'm not fooling you one bit. These instructions sound easier to accomplish than they actually are. But have no fear. They won't be once you gain a little experience. Practice, and more practice does the trick. Expect to mangle a fish or two. In no time at all, you'll be able to breeze through a bucket of flounder in short order.

East End REPORT
with Stu Miller

Codfishing is the only game in town in these parts and actions appears to be holding up pretty well in recent weeks.

MONTAUK

Betty Forsberg, wife of Capt. Paul Forsberg of the **Viking Fleet** relayed word that 45 fares had over 100 cod on Saturday's trip while 20 anglers accounted for a similar score on Sunday. Most of the fish are in the 8 to 15 lb. class with pool fish running anywhere from 30 to 40 lbs. Fishing has been taking place on the CIA grounds and all of the action has been on clam bait.

South Shore REPORT
with Fred Golofaro

Sinker bouncers here are still keying on cod although a couple of early flounder rumors concerning the Quogue Canal and Reynolds Channel have begun circulating. Any serious action with the flatties, though, is still two to three weeks away providing the weatherman is on our side. Cod action has been a real gamble of late, but some anglers have been able to shake the effects of cabin fever by getting in an inning or two with trout or white perch.

GREAT SOUTH BAY/ FIRE ISLAND INLET

Dave Canale at **J&R Sports Center** in **Oakdale** said that while there have been a few rumors concerning flounder in the Qougue Canal and to the west in Reynolds Channel, trout have been getting most of the attention in this area. Quite a few small brookies along with some nice sea run rainbows being taken out of Bubbles and Rattle Snake Creek, with several of the rainbows in the 2 to 3 lb. class. Current leader of the shop contest is a 4 lb. 'bow taken by Guy DeBlasio of West Islip. White perch are being

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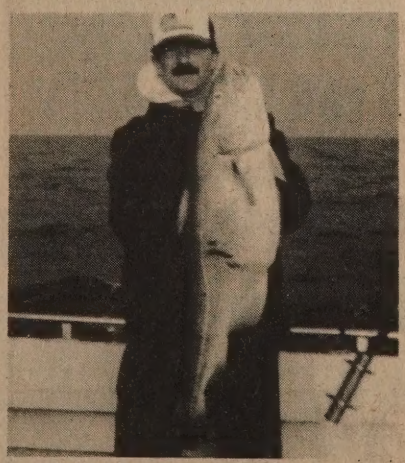

Vinnie Soldano of Lindenhurst hefts the 35½ lb. cod he landed back in December aboard the Captree charter boat, "Blue Albatross II."

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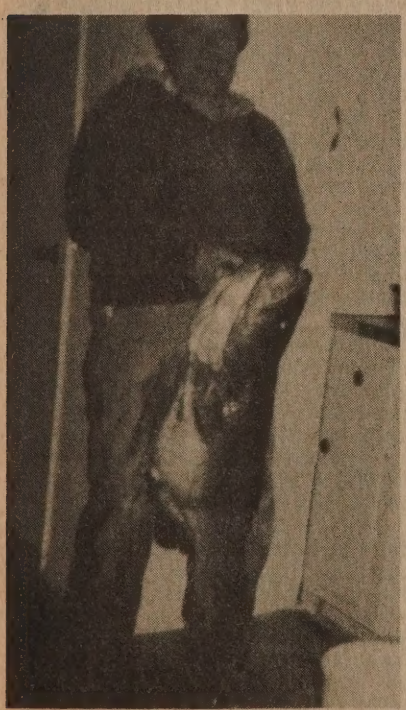
This pool winning 48½ lb. cod fell to Robert Katacin during a trip aboard the Freeport open boat, "Capt. Al."

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Danny Doyle decked this 53 lb. cod last month while fishing aboard the Freeport based, "Slo Poke II."

taken in the tidal reaches of the Connetquot along with a few sea run trout. The best of the trout fishing concerned Connetquot State Park where the season opened last Wednesday. Results were good, with one Bay Shore angler reporting 18 trout averaging 12 to 14 inches. He also told of seeing several rainbows in the 2½ to 3 lb. class taken by other anglers. Nymphs and streamers fished slow and deep are working best on these early season trout.

Over at **Captree** Captain Speedy Hubert of the Captree open boat **Speedy VI** pulled no punches when he labeled Friday's fishing "horrible." Sunday was not much better but in-between, 18 fares on Saturday's trip did pull 80 cod up to 42 lbs. The skipper said that nearly all of the action has been confined to flood tide and that overall weather is the big factor and the primary reason fishing has been so erratic. Speedy also relayed word that the COD GAME pool is now up around $2200.

Captain George Tweedy of the Captree open boat **Capt. Scotty 3** described the weekend as a tough one, but added that fares managed to pick away at the fish. In addition to Sunday's catch of 30 cod, 50 pollock were taken including two of 34 and 36 lbs. There was some pretty good action during the week with 10 fares accounting for 70 cod last Monday. Thursday's trip produced 120 cod including a 33 lb. pool fish and many fish in the mid-teen range.

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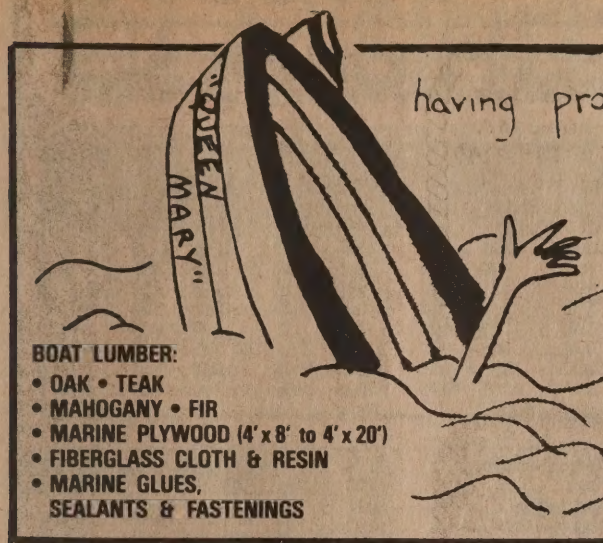

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West End REPORT
with Stu Miller

The cod fleet out of **Freeport**, starting off with the **Starstream II** saw a 33 lb. cod take the pool Sunday for Elmont angler John Bushi. Three drops were made the whole day with 22 fares taking a total of 55 cod. Big fish of the week was a 35 lber. for Steve Freeman of Wantagh. The skipper said that Wednesday, Thursday and Friday's catches were good also and that he is working wrecks mainly.

Capt. Jimmy Lanzaratta's **Super Spray II** enjoyed good codding according to the skipper Thursday, Friday and Saturday. Many doubles came up Thursday and several fares had as high as 7 to 9 fish a man, with the pool hitting an even 30 lbs. on the scale. Friday's pool fish was a 41 pounder. In Saturday's big heave, a 37 pool fish was bounced on the deck. There were also a few in the 20s and 30s and a lot of 6 to 12 lbers. Jimmy has also been working wrecks.

Aboard the **Capt. Al**, being skippered presently by Capt. Billy Lindroth while his dad Al is on vacation, had Lynbrook angler Joe Durita out Friday so that he could tag his 34 lber. On Saturday, 7 cod was the body count for Mel Goldman of Brooklyn. While Mike Lonergan, also of Brooklyn, was content with his 6 cod. It was 4 cod to 20 lbs. including the pool fish for Jim Carcioppolo. Jim returned again Sunday and bagged another pool fish of 24 lbs. High hook of the day was four cod and again, all action was on wrecks.

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	12:10	12:30	1:10	1:25	12:45	12:50	2:05	2:25	3:30	3:55	3:45	4:10	12:25	12:45	2/9
FRI.	1:00	1:25	2:00	2:20	1:30	1:40	2:55	3:30	4:20	4:50	4:35	5:10	1:25	1:45	2/10
SAT.	2:00	2:30	3:00	3:25	2:25	2:45	3:55	4:30	5:15	5:55	5:35	6:10	2:25	2:50	2/11
SUN.	3:05	3:50	4:05	4:30	3:35	4:10	4:50	5:30	6:15	7:00	6:35	7:10	3:25	3:50	2/12
MON.	4:15	4:55	5:05	5:30	4:50	5:30	5:50	6:30	7:20	8:15	7:35	8:15	4:20	4:50	2/13
TUES.	5:20	5:55	6:05	6:30	5:55	6:25	6:45	7:20	8:25	9:20	8:35	9:10	5:15	5:45	2/14
WED.	6:15	6:45	7:00	7:25	6:50	7:12	7:35	8:10	9:30	10:15	9:30	10:05	6:10	6:35	2/15
THURS.	7:05	7:35	7:55	8:15	7:40	8:10	8:25	9:00	10:25	11:05	10:25	10:55	7:00	7:25	2/16

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	-0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:		RISE:	SET:
THU.	2/9	7:05	5:24
FRI.	2/10	7:04	5:25
SAT.	2/11	7:03	5:26
SUN.	2/12	7:01	5:28
MON.	2/13	7:00	5:30
TUE.	2/14	6:59	5:31
WED.	2/15	6:58	5:32

Moonrise/Moonset

DAY / DATE:		RISE:	SET:
THU.	2/9	10:45AM	—
FRI.	2/10	11:12AM	12:54AM
SAT.	2/11	11:48AM	2:01AM
SUN.	2/12	12:33AM	3:08AM
MON.	2/13	1:28PM	4:15AM
TUE.	2/14	2:34PM	5:16AM
WED.	2/15	3:50PM	6:10AM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
2/1	2/10	2/17	2/23

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	10:20	**4:10**	10:45	**4:30**
Fri.	11:10	**5:00**	11:40	**5:25**
Sat.	11:55	**5:45**	—	**6:10**
Sun.	12:25	**6:35**	12:45	**7:05**
Mon.	1:20	**7:30**	1:40	**8:00**
Tues.	2:15	**8:25**	2:35	**8:55**
Wed.	3:10	**9:30**	3:40	**10:00**
Thurs.	4:15	**10:25**	4:35	**10:55**

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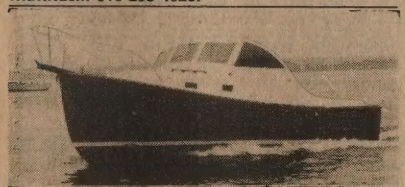

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15' CHECKMATE Speedboat, 1983, 115 hp Merc. Power trim w/trlr-$6800; 16' Sea-Swan, 1983 center console, 1983 Merc. 70 hp-$5995; 16' Cruisers Inc., cuddy cabin, 83 Merc. 50 hp, Lapstrake wood boat-$2300; 17' Peterborough 1977 Bowrider, 1977 Johnson 70 hp w/trlr-$3995; 17' SeaRay runabout, 50 hp merc w/trlr-$2100; 18' Novi center console, 40 hp Merc. w/trlr-$4000. ANCHOR MARINE, 666 Southern Artery, Quincy, MA 02169. 617-471-2666.

18' LARSON 1975 Evinrude 115 hp. Rebuilt 1982. Power tilt, new seats & carpet. Plus extras. $2700. 516-285-7974.

BOSTON WHALER Clearance. No reasonable offer refused. THE MOORING, Brower/Moreland Ave., Oceanside. 516-766-0080.

1970 22½' Montauk, Deep-V, F.G. center console. Built by Southampton Boat Works, 1978 140 hp Mariner, 100 hrs. Full flotation; 70 gal. fuel cap. Si-Tex paper rec., VHF. Excl. cond. $5000. 914-783-2145.

QUALITY GRADY WHITE BOATS:
1983 Grady White, 25' Trophy, Demo. Hard top/radio box; full hard-top canvas, H.T. rod holders, Porta-Potti, chain pipe, Binn control pkg, w/wiper, 4 flush r/h, outriggers & spreaders, anti-foul bottom, 2 batt. & batt. switch, fuel primer pump, tach, voltmeter, fuel & trim gauges, twin 1983 150 hp Johnson O/B, 223 gal. cap. Long range fishing machine-$36,795.
1982 Grady White Tournament, dual console; 22', 80 hrs. 170 hp OMC I/O, full N/T, night cover. Loaded-$17,595.
1979 Grady White Fisherman 20' 4", twin 70 hp Johnson, new Big T steering. Extras-$7995.
1977 Grady White 204-C, 20' 4" w/aro cuddy, twin 75 hp Johnson, new Canvas, "Cream Puff," full CG pkg., VHF-$11,950.
1983 Grady White Tarpon 19', dual console. Full canvas, VHF, CG pkg., 115 hp Johnson-10 hrs. Many extras. $14,500.
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See Our complete lines of DELL Quey:
1983 Dell Quey Dory 11' display model. Hardware, lights, console & steering, 25 hp Johnson-$3975.
1980 Chris Craft Scorpion Mod. 211, 21' boat & eng. Compl. recond., new canvas-$13,995.
1983 Regal, cuddy, 20' 11", 200 hp Merc 1983, twin teak plat., full canvas/nite cover, digital DF, compass-$14,500
1982 Renkin 21' cuddy. Sleeps 3; 140 hp I/O-$9750.
1976 Aristocraft 19' 120 hp OMC I/O. Always trailered-$3900.
1976 Marquis 19', 115 hp Johnson; canvas-$4000.
1976 Galaxy 19', 120 Mercruiser I/O-$3550.
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SHAMROCK KEEL DRIVE—20' & new 26' hard-top, gas or diesel; 3 models. Also Mako & Cruiser, Inc. Demo avail. SOUTH SHORE BOATS, 516-288-2400/728-0922.

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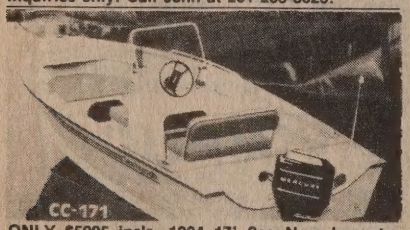

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25' Bertram Hardtop twin I/O
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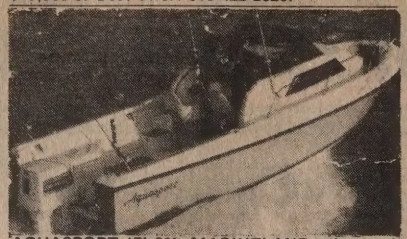

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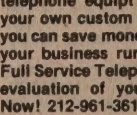

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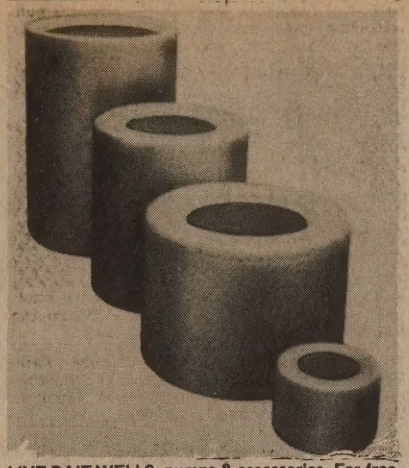

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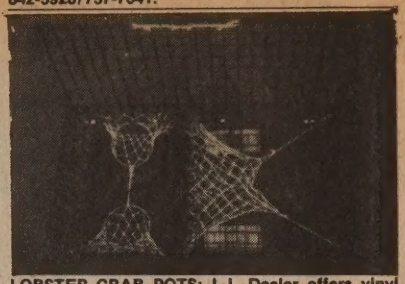

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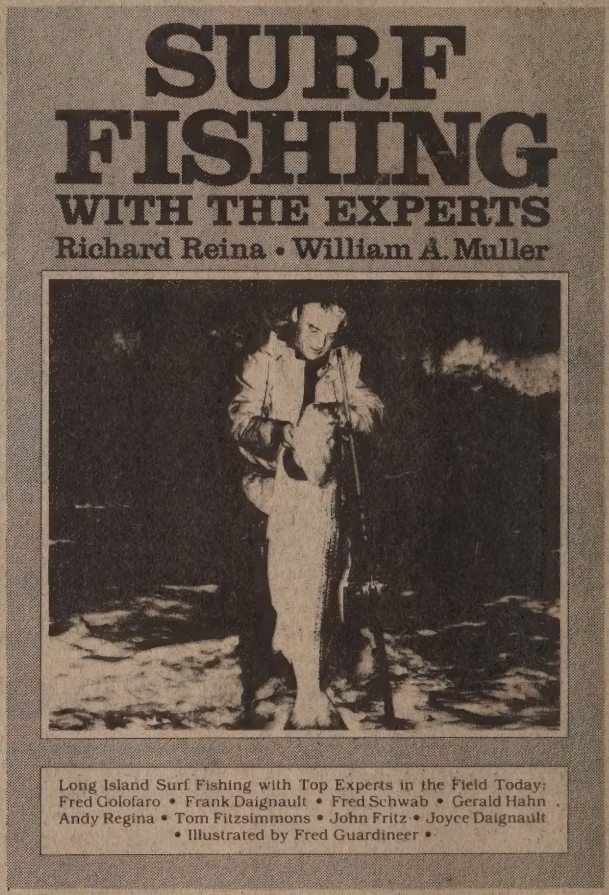
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